

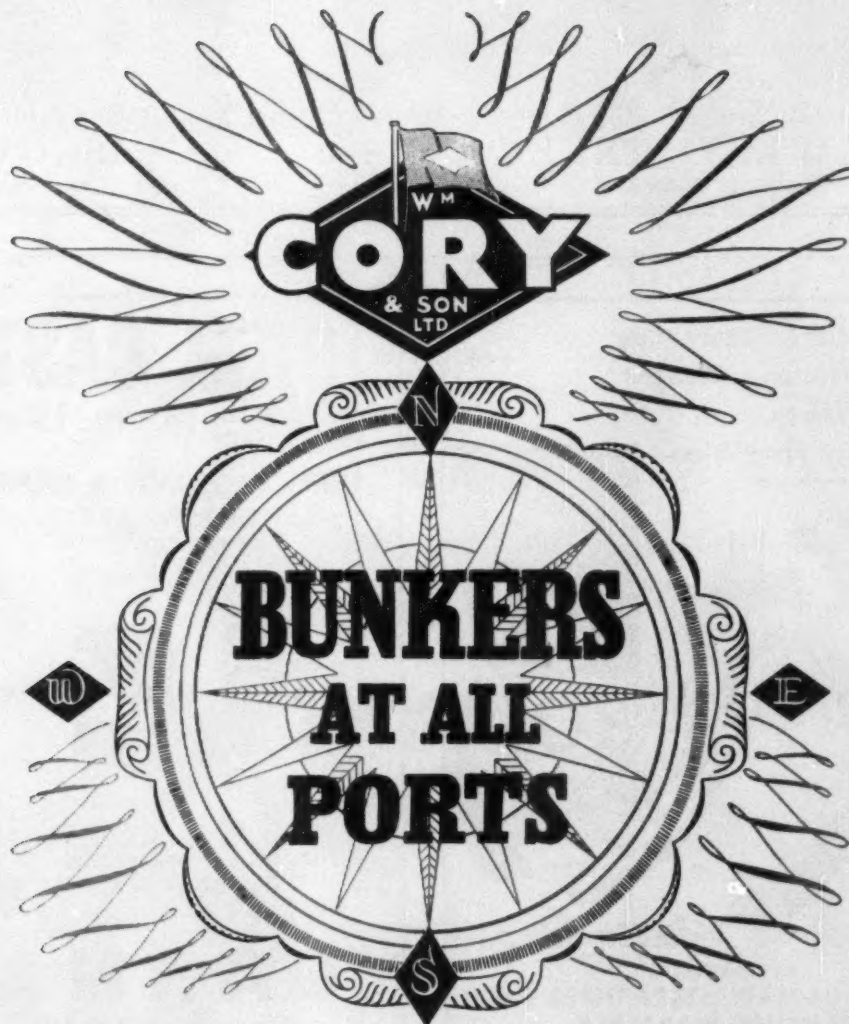
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VOL. 145 No. 3555

27 SEPTEMBER 1961

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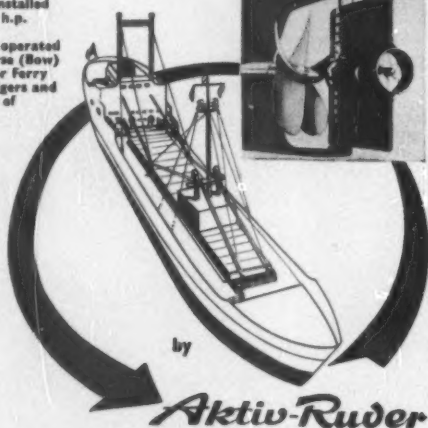
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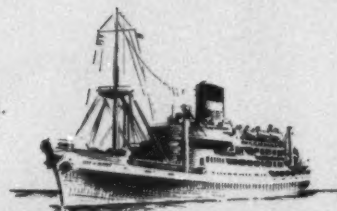
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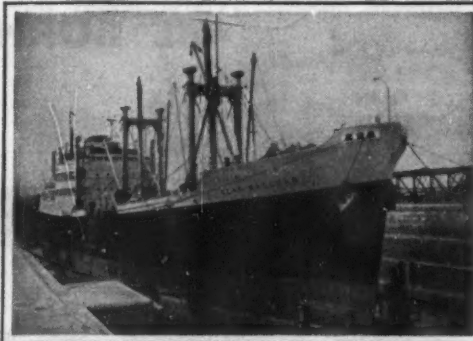
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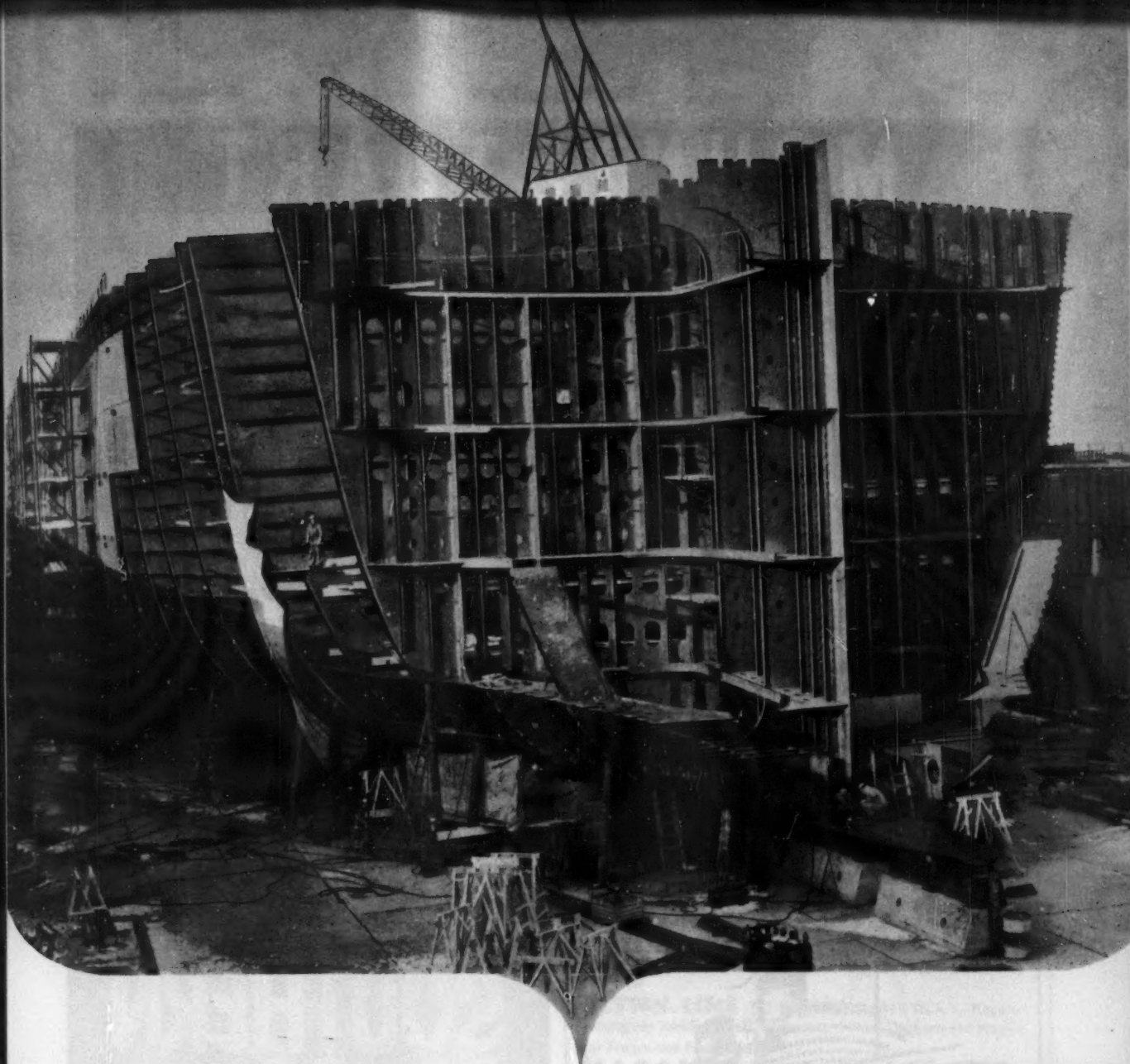
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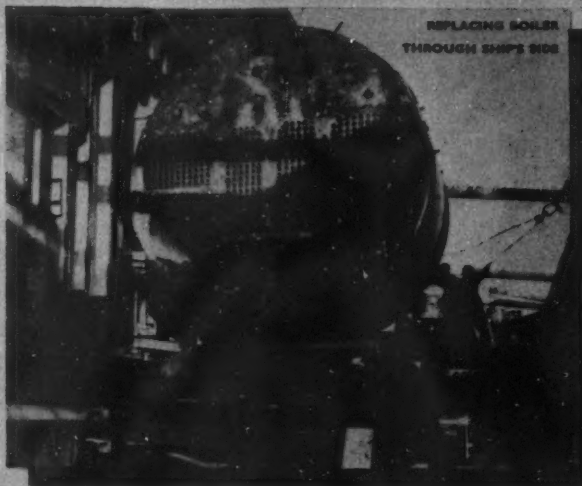
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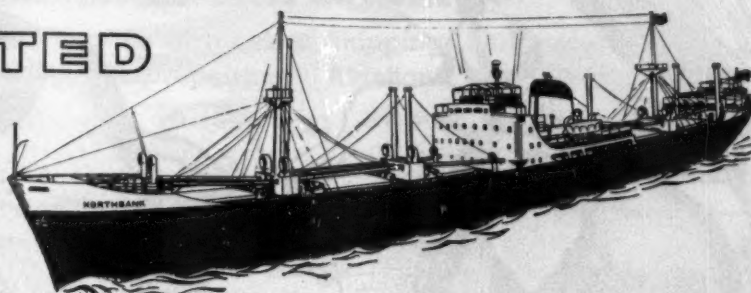
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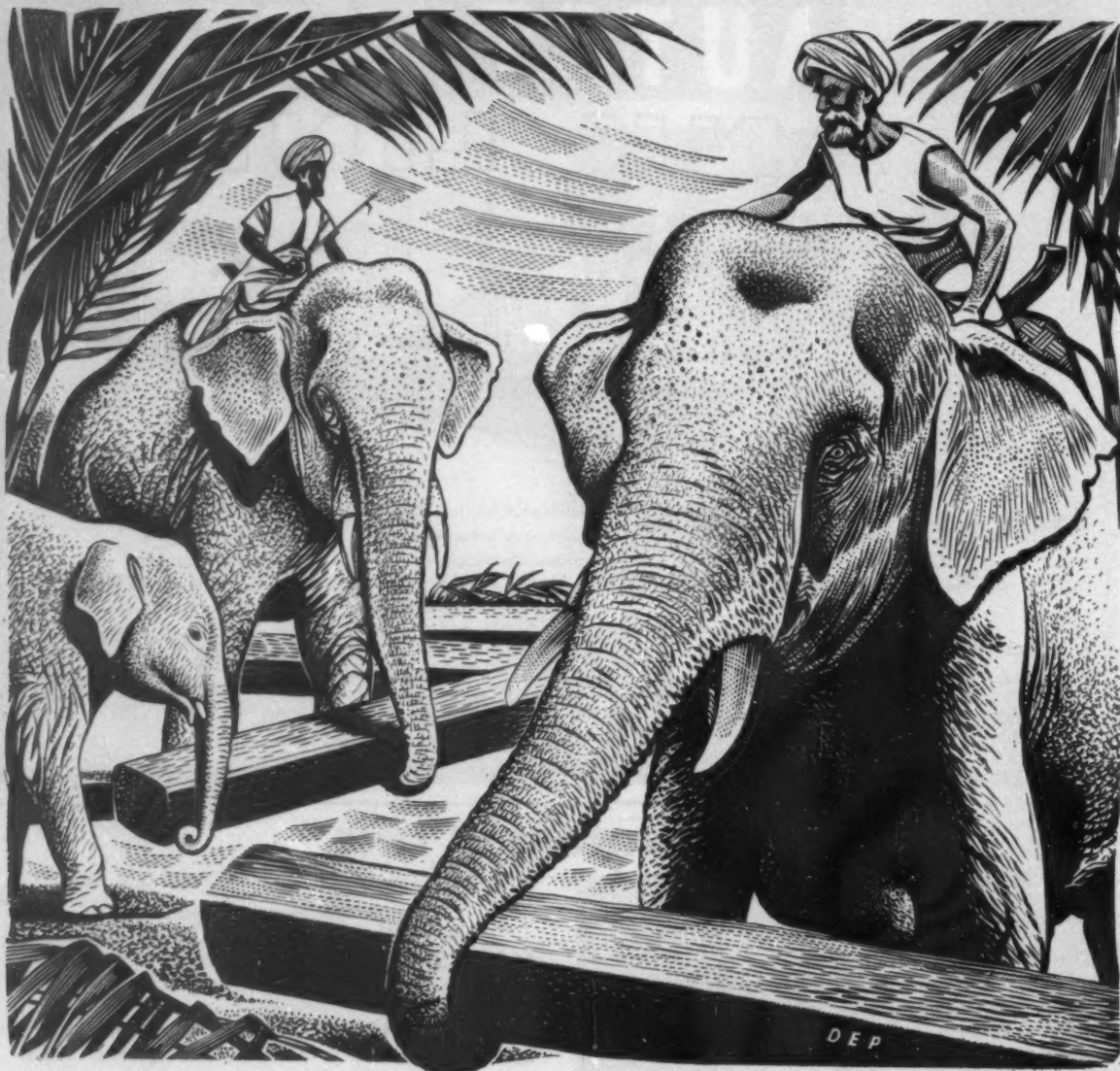
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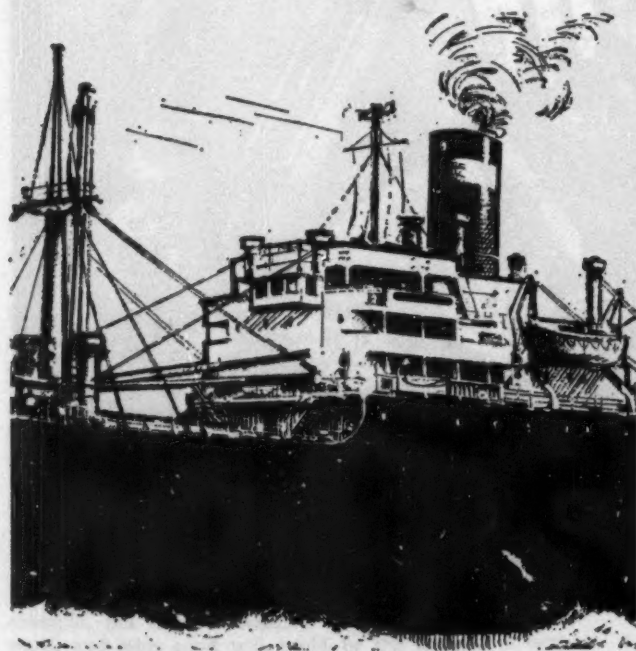
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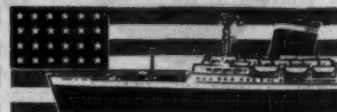
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## THE SHIPPING WORLD

### SHIPOWNERS AND THE LAW

THE annual report of the London Steam-Ship Owners' Mutual Insurance Association always provides interesting and instructive reading, and the current report is no exception. The "Notes Relating to the Carriage of Cargoes" are invaluable, as are the notes on judicial decisions affecting the legal liability of shipowners. The current report notes that this year there have been two decisions, one of the House of Lords and the other of the United States Supreme Court, which "must have struck particular dismay into the heart of shipowners."

The House of Lords decided in the *Muncaster Castle* case that a shipowner could no longer successfully claim to have exercised due diligence to make his ship seaworthy for damage caused through the neglect of an individual workman employed by a shiprepairing company of high repute. What has been destroyed by this decision is the concept that the shipowner is entitled to rely on the assistance of others whom he is obliged to employ and who he is entitled to regard as competent and expert. The alternative is, of course, to require shiprepairers to protect an innocent shipowner from liabilities arising through negligence on the part of the repairers' employees. In this case the repairer can insure himself against potential liabilities, doubt-

less including the cost of his premium in his charge to the shipowner. The question boils itself down to a matter of further insurance.

It is the United States decision, however, which makes the shipowner feel that he has become the whipping boy of the American courts and legislature. It was in the *Trawler Racer* case that the Supreme Court, by a majority verdict, decided that shipowners had properly been held liable for a transitory condition of unseaworthiness (which had developed during the voyage) and that absence of proof that anyone in authority on board the vessel at the time knew or should have known of the condition was immaterial. As the majority view put it: "What has evolved (over the last 15 years) is a complete divorcement of unseaworthiness liability from concepts of negligence. To hold otherwise now would be to erase more than just a page of history." Shipowners will wish that this particular page of legal history can be erased as soon as possible, and it is heartening to know that an amendment is being proposed in the House of Representatives (see "Lawyers and Longshoremen", *SW*, 13.9.61) which would bar the use of the warranty of seaworthiness doctrine at least in personal injury claims.

### Current Events

#### Trade Union Merger

THE MERGER of the Boilermakers' Society and the Shipwrights' Association has come a significant step nearer to fulfilment with the unanimous agreement of the executive committees of the two unions to recommend their members to vote for the amalgamation proposals. Details of the proposals will not be published until they have been sent to the branches of both unions, but it is understood that they provide for a fixed ratio of boilermakers to shipwrights in each yard, irrespective of where the work is carried out, with interchangeability between the two sections in the event of there being a shortage of one category or other. Thus the state envisaged falls somewhat short of the complete unification which the British productivity team found in Swedish yards, for example; but it is nevertheless a considerable step forward, and with good will could be the basis of a new era in shipbuilding. Much depends, though, on the establishment of the necessary good will. Assuming for the moment that the merger becomes fact, the next move is likely to be made by Mr. Marples. But the employers must obviously be prepared to make their own contribution towards a better spirit in the industry, and some

move towards better continuity of employment, as advocated by Admiral Hughes-Hallett, seems the best thing to have ready.

#### Fuller Information

THE ACCOUNTS of a complicated nexus of shipping companies like Furness, Withy & Co Ltd, with all its associated and subsidiary companies throughout the world, are bound to be hard work for the layman to understand, particularly when the company relies on the shelter provided by the Shipping Companies (Exemption) Order. It is not surprising, therefore, that at last year's annual meeting a suggestion was made that more information should be supplied regarding the activities of the group. This year steps have been taken to comply with this suggestion. The accounts are accompanied by a list showing particulars of the principal subsidiary companies and their activities; and a further list shows companies in which the equity holding is between 30 and 50 per cent. Even more welcome is the comprehensive report of the board of directors which accompanies the accounts. At the annual meeting the chairman, Mr F. Charlton, expressed satisfaction at the prominence

which the Press had given to his criticism of the balancing charge arising out of the loss of the *Runic*, which it is estimated will amount to £750,000. "Where in the course of normal business," Mr Charlton said, "a replacement will have to be provided, the imposition of such a tax raises very serious problems. Firstly, the financing and cost of a new vessel for which the company can expect to pay £2,750,000 will in itself be one of them, and furthermore there will be no earnings on this substantial amount of capital until the vessel is in operation." Mr Charlton pointed out also that the amount provided for depreciation during the year amounted to £3,635,712, which works out at about £10,000 a day.

### Liberty Ship Prices

OVER the years since the end of the Second World War, the standard war-built Liberty steamer has provided something of a barometer of the state of the shipping industry, and has in that period hit several highs and lows. This week the sale of the Liberian-flag steamer *Esfahan* is reported for £133,000 with survey passed delivery Trieste, and this is the highest priced sale of a Liberty ship for several years. The way such values have gone up during 1961 has done no more than reflect a better freight market, which in effect is looking decidedly healthy at the present. There are not a lot of standard type steamers changing hands at the moment, but there is certainly no shortage of prospective buyers. The main difficulty is a shortage of sellers, for owners are generally reluctant to let their ships go when freight rates are on the upgrade and when they can see at least a healthy prospect of better trading results. On the basis of the price realised by the *Esfahan*, it has been suggested that a high-class liner company-maintained Liberty would fetch about £150,000 on today's market, but as yet there is no vessel of this category offering for sale. As things are it seems unlikely that any further standard ships will be sold to shipbreakers for a while yet. In recent years a number of such vessels have been sold for demolition, but at today's trading prices even such a ship with a poor survey position will no doubt attract buyers for further service. This week has seen the disposal of a further group of American Government-owned Liberty types for demolition, but these sales, arranged within the United States, are nothing more than a further instalment in the run-down of the reserve fleets.

### Newcomer to Australian Service

THE sailing from Southampton last week of the Greek passenger liner *Bretagne* marked the entry of yet another foreign line (the Europe Australia Line, a subsidiary of Chandris (London) Ltd) into the already highly competitive passenger services between Europe and Australia. Built in 1952 by the Chantiers de St Nazaire-Penhôet, and designed originally for the South American services of the Société Générale de Transports Maritimes, the *Bretagne* (20,080 grt, 20 knots) is now a one-class (cabin class) ship offering 1,134 berths. Although homeward fares are on a parity with conference rates, outward fares are about 15 to 20 per cent lower than for comparable accommodation in conference vessels. Doubtless it is the low capital cost of the vessel which enables this to be done, since the total outlay must have been about £3,000,000, including about £800,000 spent on reconditioning, the provision of new accommodation and the extension of air conditioning throughout the ship—work which was carried out at Genoa by O.A.R.N. Another recent newcomer to Southampton in the Australian passenger trade was the Italian *Aurelia*, operated by the Compagnia Genovese d'Armamento (Cogedar), which recently purchased the Cunard liner *Media*, whose pas-

senger accommodation is being increased from about 250 to 1,200. By next spring she too will be operating outside the conference, offering cut-rate fares.

### Paddle Steamers to Hovercraft

IT is perhaps strange that P. & A. Campbell Ltd, famous in history as operators of paddle steamers in the Bristol Channel, should be among the first to envisage the commercial use of a vessel so unorthodox as a hovercraft, but the company has applied to the Air Transport Licensing Board for permission to operate a hovercraft service for passengers, vehicles and cargo between all ports in the Bristol Channel. It may be some years before a suitable vessel is available, but it is thought that a hovercraft capable of carrying about 200 passengers or 20 tons of cargo would be suitable, and there are several British prototypes under development. Even stranger is the thought that permission of such a body as the Air Transport Licensing Board should be necessary before a normal commercial water transport operation like this can be undertaken. It raises the question as to whether the Licensing Board was ever intended to have such a function, or if such a function is necessary? It also raises the question, which must sooner or later be answered one way or the other, as to whether a hovercraft is an aircraft or a marine craft? After all, the vessel is raised only a little distance above the surface (water or land), and in one design contact with the water is always maintained. The present responsibility of the Ministry of Aviation for the hovercraft is officially stated to relate only to the experimental and development stage: it seems clear that in its operational stage the hovercraft will come more naturally under the wing of the Ministry of Transport.

### MacGregor Reorganisation

WITH the acquisition of MacGregor & Co (Naval Architects) Ltd, Whitley Bay, by Indpart (London) Ltd, the British firm comes under the control of the dynamic M. Henri Kummerman's International MacGregor Organisation in Paris. This action, it is stated, has been taken owing to the age of the principal shareholders of the Whitley Bay company. Mr Joseph MacGregor, the survivor of the two brothers who founded the firm, remains as chairman, with M. Kummerman as managing director. M. Raymond Nagel, who can be described as M. Kummerman's right-hand man in Paris, has been appointed assistant managing director of MacGregor & Co. (Naval Architects) Ltd in order to carry out some reorganisation of the company. Three members of the present board, Mr H. Danskin, Mr J. Johnston and Mr J. Wood, remain; and they are joined by Mr. G. Dodds of the Whitley Bay company, M. P. Durand from Paris and Mr A. F. Sharman from MacGregor & Co (Cargo Handling) Ltd, London, which firm is, of course, the London member of the International MacGregor Organisation. Among the changes likely to follow this reorganisation, mention may be made of the probable establishment of local MacGregor companies in certain Commonwealth countries, and the reinforcement of the U.K. and Commonwealth after-sales service depots.

### Standard Lifeboats

THE U.S. Society of Naval Architects & Marine Engineers has announced publication of two more additions to its many technical bulletins. One of the new bulletins, *Standard Lifeboat Code*, recommends standardisation of lifeboat sizes and represents a much needed study of the subject. At the time of the inception of the study, the committee found that over 100 different sizes of lifeboat



were in production in the United States. The committee was assigned the task of trying to reduce the number of sizes of lifeboat to a practical minimum and standardising critical dimensions to achieve interchangeability. The benefits to be derived from the successful achievement of this objective includes the reduction in cost of lifeboats due to greater production and stockpiling, ease of replacement and simplification of procurement for the shipbuilders. To achieve the objective of interchangeability, it was found necessary also to standardise certain dimensions of davit. The principle of "minimum" standardisation has been followed, and the recommended standards have been selected with a view toward causing minimum disturbance to existing products and practices of the boatbuilding industry, consistent with the objective. In publishing the recommended standard, the panel decided to include certain additional related information which would be of assistance to the naval architect, operator and shipbuilder concerned with the selection of lifeboat gear. This information is included so as to assemble under one cover much of the reference material required during the selection of this equipment. The other bulletin now being made available to the industry, *Survey of Research in Seakeeping, July 1960 to July 1961*, was produced by a special group of the Hydrodynamics Committee. Mr Paul Golovato and Dr Bennett Silverstein, both panel members, were assigned the task of contacting various agencies participating in this field and processing the replies which were received from many sources. Both the new bulletins may be obtained at \$2 each from the Society's headquarters at 74 Trinity Place, New York 6, N.Y.

#### Combined Lifeboat and Davit

MR COLIN DONALD McLACHLAN, who recently resigned from Welin-McLachlan Davits Ltd, has joined Messrs T. M. Wilks, J. A. Wilks and F. D. Morison in forming a new company known as McLachlan Davits Ltd. He will be managing director of the new company, and at the same time he is joining the board of Viking Marine Co Ltd. The objects of this new company are, in the first place, to carry out research into improving the design of conventional lifeboat davits in conjunction with Viking Marine, who will carry out similar research in improving lifeboat design. Later it is hoped to offer a new type of lifeboat and davit as one unit, ready for immediate installation into a ship. It is felt that there will be considerable advantages in such a unit, both from the point of view of saving lives and economy to the shipowner. A new design of liferaft launching equipment is also to be initiated. From mid-October the address of McLachlan Davits Ltd will be 308 Renfrew Street, Glasgow C3.

#### Navigational Diploma?

IT WAS in last year's report of the Institute of Navigation that the possibility was first mentioned of establishing a navigational diploma intended to provide a qualification for people engaged in navigation in a capacity other than that of navigator. The current report brings the progress of this idea up to date. The Institute appointed a committee to look into the idea, and this committee reported that the idea of a qualification along the lines suggested was sound and feasible, but that it should not be the responsibility of the Institute to do more than advise on the syllabus for examination. During the year (1960-61) the Ministry of Education expressed interest in the idea, and it now remains to be seen whether or not it will take it up. The current report suggests that the need for a qualification of this sort is most deeply felt by the growing number of people who are interested in navigation in the manufacturing and

research worlds, and who can never hope to become professionally qualified as things are. A description of a possible syllabus and of the idea generally has been sent by the Institute to all its corporate members (firms concerned in one way or another with navigation), and their comments were in the main favourable. On the whole it seems that industrial firms welcomed the idea, with rather less support from air operating companies and less still from shipping. This is only what might be expected from the work done, and the staff employed, by the various types of company.

#### Conditions in Colombo

THE chairman of the Colombo Marine Insurance Agents Association, Mr A. C. L. Bayne, states that there are now even more people engaged in pilferage in the Port of Colombo than in the past. He made this statement when he addressed the annual general meeting of the association in Colombo. He said that consignees themselves were by no means blameless and a number of cases had come to light recently where the importer himself had been involved in losses discovered in his own shipments. The Port Cargo Corporation, he said, continued to shelter behind the Act and it was not a simple matter to pin the degree of negligence necessary by law on the Corporation. Despite these discouraging features, however, the association had not been idle and legal opinion had been taken with a view to filing action against the Port Cargo Corporation in order to obtain, if possible, a satisfactory decision in its favour in the courts of Ceylon. Mr Bayne said: "It can be said that there were fewer strikes in the port during 1960 than during the earlier periods following nationalisation of the port. So far so good, but the careless handling of marine shipments still causes your committee much concern because it leads to heavy and unnecessary insurance claims. There is still a serious lack of organisation in Colombo harbour and seemingly scant attention is paid to the landing and stowing of our insured interests. I believe the Netherlands engineering consultants who were called upon to report on the operation of the Port have had a good deal to say on the matter of the general disorganisation that exists."

#### The Government of the City

THE Insurance Institute of London has selected for the theme of its winter session for 1961/62 a topic in which many concerned with shipping affairs will be closely interested—"The Government of the City of London and some aspects of its work." Sir Bernard Waley Cohen, Lord Mayor of London, will inaugurate this theme on October 16 with an address on *The Government of the City*, to be presented at the Conference Hall of the Chartered Insurance Institute, Aldermanbury EC2. This will be followed on November 20 by a paper on *The Baltic* by Mr Cyril W. Warwick, chairman of the Baltic Mercantile & Shipping Exchange, with four other papers following on later dates. In presenting this theme to its members the Insurance Institute of London is obviously very much aware of the important international status of many of the business activities of the City of London. It is to be commended greatly that here is a professional institute which, although primarily concerned with insurance, in which the British insurance market holds a predominant place, is also concerned with presenting its members with the broader outlines of other activities of British institutions of which the insurance market is an integral part. Another item in the programme which will probably interest shipping men is the paper to be presented to the Marine Discussion Group of the Institute on November 7 on *Inherent Vice and Infestation of Cargo* by the Chief Entomologist of the Ministry of Agriculture, Fisheries & Food, Mr John A. Freeman.



# ON THE "BALTIC"

## EFFECTS OF THE BERLIN CRISIS

By BALTRADER

IT IS a dismal but true fact that the freight markets tend to thrive in the face of natural disasters such as flood and drought as well as in times of man-made crises such as war or near war. In the first example the distressed area, whether it be large or small, inevitably requires relief food cargoes without delay and the sudden rush of demand on shipping space creates an artificial shortage and an increase in freight rates, which may affect one part of a single market or the whole world, depending on the magnitude of the disaster and the scale of the relief measures. This year China, for instance, after a succession of crop failures, has been obliged to import grain on a very large scale, and the firming effect on the world's markets has been considerable. The two most recent examples of man-made crises leading to an acute shortage of shipping space are the Korean War and Suez. In the first instance there was a worldwide tendency for nations to stockpile in case the localised fighting in Korea should turn into full-scale conflict between East and West. In the second instance there was no doubt further stockpiling, but of course the shortage of shipping space was aggravated by the closing of the Suez Canal and the necessity for ships to be directed round the Cape.

What then are the effects of the Berlin crisis and accompanying tension, which have brought us dangerously close to a worldwide conflict, on the freight markets today? Strangely enough all the alarms and excursions of recent weeks seem to have had virtually no effect on the markets and it does appear that while neither shipowners nor charterers underestimate the gravity of the present crisis, they take a fatalistic view of the situation. In effect they say "if world war comes in the atomic age the state of the freight markets will be the least of our worries, so let us hope for the best and maintain business as usual".

### Plentiful Tonnage in Far East

While ships discharging cargoes in Japan continue to suffer serious delay, especially when carrying scrap, there were further signs last week that early tonnage was becoming more plentiful in the Far East. This was being reflected in the rates paid for trans-Pacific grain to Japan, which were considerably lower for the early loading positions than for November and later dates. Meanwhile the trek of ballasters across the North Pacific from the East continues with both Liberty type oilburners and good class motorships taking their chance of securing Pacific Coast cargoes or, failing that, business from the other side of the Panama Canal. At current rate levels, however, it should be no great hardship for a Liberty ballasting from the East to fall back on scrap from the U.S. East Coast to Japan, and better types in a similar situation could always take coal from Hampton Roads to Japan.

The growing importance of Australia's coal exports to Japan has again been demonstrated during the past week or two, for quite a number of ships have been fixed in this trade on the London market. Rates of freight have often varied by several shillings, depending on the loading and discharging speeds agreed by charterers. In the case of loading Newcastle, N.S.W., for example, charterers have in recent cases sometimes agreed 2,000 tons per day load and in other cases 3,000 tons, while discharging rates in Japan have varied from 1,500 tons to 5,000 tons per day. This is useful employment for vessels completing previous charters in the Far East but,

of course, one objection is that, like so much other Eastern business today, it does not get ship out of the area but merely puts her back a month or so. Many ships in the Far East at present have been out there for a long time and their owners would be glad of more employment back in Europe to enable them to make overdue crew changes, and carry out repairs and survey work.

### The Freight Markets

Australia was one of the most active markets last week but in most other directions conditions were rather quiet. There was little change in the trans-Atlantic grain trades but fixtures included *Silvaplana* with heavy grain from Baie Comeau to picked ports U.K. at 48s 6d, October 10/25, and *Sunriver* with a similar cargo from the St Lawrence to Alexandria at \$8.40 free discharge, October 1/20. Fixtures from the Great Lakes included the *Captain Theo* with heavy grain to Antwerp, Rotterdam or Amsterdam at \$10 free discharge, St Lawrence completion at \$4.50, October 5/25. Tanker fixtures included the 25,000-tons *Carl Larsson* with heavy grain from the U.S. Gulf to Antwerp, Rotterdam or Amsterdam at \$4.80 f.i.o., October 28/November 20, and the 17,000-tons *Atlantic Princess* with a similar cargo from the same loading area to West Italy at \$6.30 f.i.o., option Adriatic discharge at \$6.80, two consecutive voyages commencing October 10/30. Eastward, the *Sils* takes heavy grain from the U.S. Gulf to Japan at the unchanged rate of \$11.75 free discharge, November 5/20.

In the scrap trades the *Punta Amica*, 9,000 dwt for cargo, 470,000 cu ft bale, was fixed from Baltimore to Japan at the improved rate of \$145,000 f.i.o. although the cargo included steel turnings, October/November. The *Jagana* was fixed for a relet coal cargo from Hampton Roads to Antwerp, Rotterdam or Amsterdam at 30s free discharge, option German North Sea at 31s 6d, two consecutive voyages commencing November 1/20, and the *Falcon* takes coal from Hampton Roads to Savona at \$4.60 free discharge, October 20/November 10. The Cuban sugar trades were quiet but a vessel was fixed with a cargo to Karachi at \$13 f.i.o. and free taxes, October 15/30, and it was rumoured that the improved rate of 72s 6d had been paid for sugar from Cuba to the Black Sea. A vessel was also fixed with sugar from Cuba to Japan at 100s. f.i.o. and free taxes, October 2/20.

As already mentioned the Australian market was active especially with coal to Japan. Numerous fixtures included *Reaveley* from Newcastle, N.S.W., to Moji/Tokyo range at 44s 6d f.i.o. and trimmed with 3,000 tons per day load/2,000 tons per day discharge, October 18/November 13, and the *Bahama Count* a slightly larger vessel for similar business at the same rate but with 2,000 tons load/1,500 tons discharge, October 5/25. Grain fixtures included *Bellina* with bulk wheat ex silo from West Australia to Antwerp/Hamburg range at 67s 6d, November 1/25, and *Anthony II* with bulk barley ex bags from South Australia/Victoria to Antwerp/Hamburg range at 100s, November 10/20.

Timecharter fixtures included *General Guisan* (ms), 12,820 dwt, 593,000 cu ft bale, 14 knots on 20 tons fuel plus 1 ton diesel oil, at 22s 6d per ton, delivery Kobe, redelivery Japan 3/4 months trading, September 23/30. Also *Rugeley* (ms), 10,228 dwt, 491,500 cu ft bale, 10½ knots on 11½ tons diesel oil, delivery Tyne prompt, for the trip out to China at 24s 6d per ton.

## NEWS FROM OVERSEAS

From THE SHIPPING WORLD'S Own Correspondents

### Japanese Export Business

INCREASED ACTIVITY in negotiations for export orders is reported by Japanese shipyards, and it is now expected that the fiscal year export goal of 800,000 grt will be exceeded. From the beginning of the fiscal year on April 1 to September 6, export contracts covered 34 vessels of 561,160 grt (865,207 dwt). With contracts under negotiation added, the total amounted to 750,000 grt. Mitsubishi Nippon Heavy Industries has contracted to build three 50,100-dwt ore/oil carriers for the Orion Shipping & Trading Co, a United States Company. The yard has previously built six 41,400-dwt tankers for the same owners. The combined contract price for the three ore/oil carriers was given as \$18,400,000, with 70 per cent payable in annual instalments over 7 years. Delivery is for March 1963, August 1963, and January 1964 respectively. Each vessel will have a 13,400-shp turbine main engine providing a service speed of 14.5 knots.

Other export orders included one for a 67,500-dwt ore/oil carrier, which was described as "the world's first ore/oil carrier to be constructed of high-tensile steel". The order was placed with Nippon Kokan K.K. (Japan Steel and Tube) by San Juan Carriers, of Liberia. Nippon Kokan K.K. said that use of the steel had just been approved by the American Bureau of Shipping, and that 2,000 tons of high-tensile steel and 16,000 tons of rolled steel would be used in construction of the vessel. The company also stated that by using high-tensile steel, the thickness of steel plate is reduced from 50mm to 35mm, doubling can be done more easily and construction costs are reduced. The keel of the vessel is due to be laid in February 1962, and it is to be launched in June 1962, and delivery in that September.

The Osaka Shipbuilding Co has received formal approval from the Japanese Ministry of Transportation for a contract to build three tankers for the Luzon Stevedoring Corp, of the Philippines. The first, a 4,300-dwt vessel, is due to be completed in mid-April 1962, the second, of 2,800-dwt, late in March 1962, and the third, of 2,000-dwt, in mid-November 1962. They will have diesel engines of 1,960 bhp, 1,680 bhp and 1,380 bhp, and speeds of 11.25, 11.1 and 11 knots respectively.

A \$2,100,000 c.o.d. contract for the jumboising of two big Esso tankers was reported by the Mitsubishi Heavy

Industries Reorganised Kobe shipyard. The ships are the 35,550-dwt *Esso Switzerland* and *Esso Panama*. The *Esso Switzerland* was due to arrive in Kobe on September 11 and the jumboising work is expected to be completed late in January 1962. She will be followed by the *Esso Panama*, on which the work is due to be completed in May 1962. It was stated that the hull of the *Esso Switzerland* would be lengthened by 80ft and deepened by 9ft, increasing the size of the vessel to 49,400 dwt. An order for similar conversion of three more tankers of the same type are expected to be placed with the yard by the same owners.

Formal approval also was granted to the Sakurajima shipyard of the Hitachi Shipbuilding & Engineering Co Ltd to build a 14,700-dwt dry cargo vessel for the Commonwealth Shipping Co, of the U.K. Scheduled for delivery in July 1962, the vessel is of 9,900 grt and will have a 6,500-bhp diesel main engine giving a service speed of 14.2 knots.

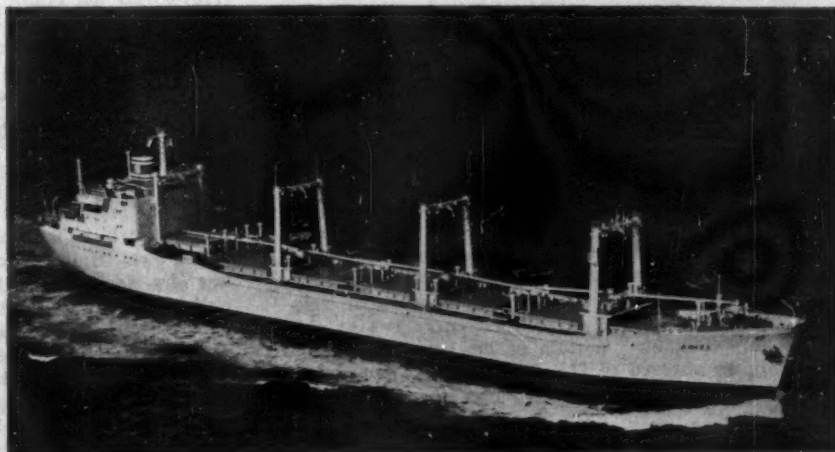
### Shipping Corporation for Ceylon

A BILL to provide for the establishment of a Shipping Corporation for Ceylon has been tabled in the Ceylon House of Representatives by the Minister of Commerce and Trade. The Corporation will be empowered to operate services for the transport of goods and passengers by sea and to carry on business as shipowners, charterers of ships and operators of ships. The Corporation will have a board of directors consisting of five members, four of whom are to be appointed by the Minister of Shipping while the fifth is to be appointed on the recommendation of the Minister of Finance. One of these directors will be appointed chairman of the board of directors by the Minister of Shipping.

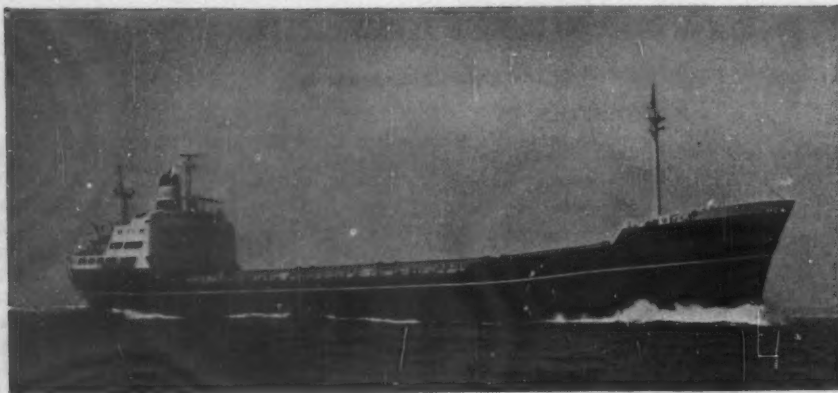
There is provision, as in similar legislation passed earlier by the Ceylon Parliament, for the Minister to remove any director from office without assigning a reason, providing only that the director appointed on the recommendation of the Finance Minister will not be removed except on the recommendation of the Finance Minister. The Corporation has to maintain an insurance reserve, depreciation reserve and a general reserve not exceeding an amount to be determined from time to time by the Minister. All Opposition parties are expected to support the Bill.

### FIRST OF A SERIES

The bulk carrier "Ariel" is the first in a series of five 18,000-dwt vessels to be built by Uddevallavarvet A/B for Norwegian owners. The owners in this particular case are C. H. Sorensen & Sonner, Arendal. The principal particulars of the "Ariel" are length overall 554ft 2in, breadth moulded 70ft, depth moulded 41ft 3in and draught 30ft 2in. The capacity of the cargo holds is about 852,000 cu ft grain. The main machinery consists of an Uddevallavarvet/Gotaverken diesel engine having eight cylinders and developing about 7,500 bhp at 112 rpm. The designed speed is 15 knots.







#### NEW FRENCH-BUILT BULK CARRIER

The Union Minière et Maritime, of Paris, have taken over the bulk carrier "Melusine", 10,000 dwt, from the Port-de-Bouc shipyard of the Chantiers et Ateliers de Provence. The principal dimensions are length 433ft 1in, breadth moulded 61ft, depth moulded 35ft 7in and draught 23ft 6in. Propulsion is by means of a Doxford diesel engine built under licence by the shipbuilders. This engine gives a power of 6,000 bhp and a speed of 14.4 knots

### Gothenburg Port Development Scheme

AN EXTENSIVE port development scheme has been introduced by the Gothenburg Harbour Board. The plans have been drawn up with the object of providing a large harbour for general cargo, which will be situated between the Skarvik Harbour and Arendal, on the northern side of the Alvsborg Fjord. A sum of Kr 1 mn has been requested for the carrying out of the first stage of the work. At the northern end the harbour area in question will connect with the Arendal railway and AB Nynäs Petroleum, while its eastern side will adjoin the Skarvik Harbour. The total costs for the surrounding embankment and filling operations are estimated at Kr 7 mn. The work on this new harbour—the Scandia Harbour, as it will probably be named—is not expected to be completed before the 1980s.

### Hydrofoil Craft for Swedish West Coast

PLANS to serve the city of Marstrand with a hydrofoil craft have been drawn up by the manager of the Park Avenue Hotel at Gothenburg, Mr Per Persson. After discussions at Gothenburg with Cdr M. A. W. Bos, manager of the Dutch Aquavion Co, Mr A. Hadjidakis, and the Norwegian agents Mr Thur Chr. Borch and Mr Hans A. Mathiesen, interest is now focused on two types: a smaller Aquavit for 9 passengers and a larger vessel, Aquastroll, accommodating 40 passengers. The smaller hydrofoil craft was demonstrated in Gothenburg recently in connection with the discussions. The success of the Italian-built hydrofoil craft *Sirena* on the Mariehamn-Stockholm run has no doubt stimulated interest in this new type of vessel.

### American Shipping Notes

THE American Tramp Shipowners' Association, in a letter to Secretary of Commerce Luther H. Hodges, has warned that, unless the Government takes steps at once to assist the American-flag tramp fleet, "by far the major portion of our country's export and import cargo tonnage" will be turned over to foreign ships. The association stated that over 70 per cent of U.S. dry-cargo foreign trade is carried by tramps, less than 30 per cent by liners. It urged adoption of a three-point programme: (1) legislation to give tramp vessels the benefit of operating-differential subsidies; (2) executive interpretation or legislative amendment of the cargo preference laws to give tramps an "equitable" portion of the government-sponsored cargoes reserved to U.S.-flag ships; (3) amendment of existing law so that trampship operators might form conferences.

The American-Israeli Shipping Co, U.S. representative

of Zim Lines, has taken a 3-years' lease on Pier 64, Hudson River, and expects to move its entire local activity from its present pier at the foot of Kent Street, Brooklyn, by October 1. Pier 64 was used for many years by the Panama Line, until that government-owned service was terminated by order of President Kennedy last spring.

The Alexander S. Onassis Corporation has applied to the Federal Maritime Administration for permission to sell ten idle tankers to three Panamanian companies not controlled by U.S. interests. This fleet, mainly T2's, is part of Victory Carriers, which was organised by Aristotle S. Onassis some years ago as part of his settlement of a suit brought against him by the U.S. Government, on grounds that, as a non-citizen, he had bought 23 war-surplus tankers illegally. He owns 25 per cent of the company stock, while the Grace National Bank holds the balance, as trustee for Mr Onassis' children.

Evidence of prosperous conditions in the African West Coast trades from the U.S. Atlantic and Gulf coasts was seen in recent actions of two companies serving that area. Farrell Lines petitioned the Government for permission to increase both the number of sailings and the number of ships employed in its operational-differential subsidy contract service from Atlantic range ports. It desires to use nine ships instead of eight and to schedule a maximum of 36 sailings annually, instead of 29. Delta Line (Mississippi Shipping Co), has announced that it would step up its schedule of sailings from New Orleans for each of two separate ranges of West African ports to one every two weeks.

### New Dry Dock in Gdynia

THE largest investment in the five-year economic plan (1961-65) of the Polish shipbuilding industry is the construction of a dry dock in the Gdynia shipyard. At present the Gdynia shipyard, one of the smaller units in the Polish shipbuilding industry, builds ships totalling 18,000 tons deadweight annually (the corresponding figure for the Gdansk shipyard is 190,000 dwt, and for the Szczecin shipyard is 75,000 dwt). The construction of the 240m by 40m dry dock will enable the shipyard to build ships up to 65,000 dwt. The largest ships built in Poland at present are 19,000-dwt tankers in the Gdansk shipyard, which is capable of building tankers up to 35,000 dwt. Half of the work on the construction of the new dry dock at the Gdynia shipyard has been completed. The future dock basin has already been enclosed. After the water has been pumped out and the basin deepened, its walls and bottom will be covered with concrete. Work has also progressed on land where a sheet metal working shop, prefabrication shop and a number of other shops are being built. The construction of the dry dock will be completed in 1963.



# Furness Withy and Company Limited

## A SOMEWHAT DIFFICULT YEAR

### Directors' Report on Operations

THE Seventieth Annual General Meeting of Furness Withy and Company Limited was held on September 20 at the Registered Office of the Company, Furness House, Leadenhall Street, London, EC, Mr Frank Charlton, F.C.A., the chairman, presiding.

The following is the Report of the Directors which had been circulated to stockholders:—

The Directors submit the audited Accounts for the year ended 30th April 1961, comprising a Balance Sheet of Furness, Withy and Company Limited, and a Consolidated Balance Sheet of the Group, both as at 30th April 1961, together with a Consolidated Profit and Loss Account embracing the operations of the Group for the year.

The proportion of the Group profits for the year carried to the Appropriation Account is £1,028,735, from which the Directors have set aside to Fleet Replacement Account £400,000. After adding the amount brought forward there remains a balance of £1,118,349. The usual half-yearly Dividends on the 5 per cent Cumulative Preference Shares have absorbed £45,938, and the Directors recommend the payment of a Dividend of 10 per cent on the Ordinary Stock of the Company, less Income Tax at 7s 9d in the £, which will require £612,500, leaving an amount to be carried forward to next year of £459,911. If approved, the Dividend on the Ordinary Stock will be paid on the 9th October 1961.

There are included with the Accounts statements which it is hoped will be of interest. In addition to giving details of the fleets of the Companies forming the Group, these statements show the routes served and the vessels engaged on each route, an outline of the other activities of the Company, and the names of the principal Companies whose Accounts are consolidated. There is also attached a list of Associated Companies, for which purpose an Associated Company has been defined as being one in which Furness, Withy and Company Limited and its Subsidiaries together have a direct holding of between 30 per cent and 50 per cent of the nominal value of its Equity Share Capital, and is included in the Consolidated Balance Sheet as an investment under Fixed Assets.

The Directors regret that the amount of Group profits available to the Parent Company shows a decrease as compared with last year's figures but, apart from the difficulties which are to be expected in general trading, the Shipping Industry as a whole has suffered very greatly from labour disputes and increasing expenses, which have had their effect not only in the results of vessels' operations but in the results of some of the ancillary businesses as well. The increases in pay to officers and ratings agreed upon in August of last year, followed by the further substantial increases—including additional special bonuses for service in trades out of North America—which came into effect in May and June of this year, are raising very considerably the operating cost of all vessels.

#### Review of Services

The service to the Pacific Coast of North America has been maintained with six ships throughout the year. While the volume of cargo in both directions has remained satisfactory, earnings have not been sufficient to offset the many increases in costs and difficulties of operation experienced during the past year.

The two passenger vessels *Queen of Bermuda* and *Ocean Monarch* have continued to fulfil the conditions of

the Contract with the Bermuda Trade Development Board and in addition have completed a number of cruises from United States ports. Competition in this field has and will become increasingly severe.

In continuance of the policy of maintaining an efficient and up-to-date fleet, and to maintain the leading position which the Company has held in the New York/Bermuda trade during the past 40 years, your Directors have decided to modernise the *Queen of Bermuda* during the coming winter. The vessel will undergo extensive alterations at Belfast, including re-boiling and air-conditioning throughout.

The seasonal trade between the North East Coast of the United Kingdom and London to Canadian and United States ports in the Great Lakes has not come up to expectations despite its potentialities, but the Company is continuing, as in the previous year, to provide regular sailings with two vessels.

The Directors have been keeping closely in touch with recent developments in the United States relating to possible future legislation by the Government of that country affecting the operation of the Conference and dual rate systems.

The two refrigerated vessels normally engaged in the South American trade have been continuously employed during the year, one serving since last Autumn as a refrigerated store ship. Unfortunately, the earnings of the other have been adversely affected by a decrease in meat shipments from the Argentine and Uruguay which, together with restricted fruit shipments, have involved a reduction in earnings during the year.

The results of the Johnston Line service to Greece, Turkey and Black Sea ports have been affected by difficult trading conditions which continue to exist in this area.

Freight earnings on the Warren Line passenger/cargo service to Newfoundland, Nova Scotia and Boston have continued at a reasonably high level, but there have been some reduction in the number of passengers carried.

Whereas last year there were signs of a modest improvement in the Mediterranean trade, this has unfortunately not been maintained. The maiden voyage of *Lancastrian Prince* suffered through the strike of Tally Clerks in the Port of London, the vessel having to sail in ballast, leaving what would have been a full cargo on the quay. After this initial setback, she has proved an economical and useful addition to the fleet.

The import restrictions imposed by New Zealand and Australia brought about by the unsatisfactory prices realised for their primary exports to overseas markets have had an adverse effect on the results of the Shaw Savill trades, but the Company by virtue of its modern fleet is well poised to take full advantage of any improvement that may arise in trade conditions with the Southern Dominions.

#### Vessels Sold

During the year four vessels—*African Prince*, *English Prince*, *Fort Avalon* and *Karamea*—were sold. *Fort Avalon*, originally built for the New York/Newfoundland trade, was found to be unsuited to the changing pattern of that service—unfortunately it was not found possible to utilise the vessel in other trades of the Group. *African Prince*, *English Prince* and *Karamea* had all reached the end of their useful economic life. The last named was sold for breaking up. It is recorded with deep regret

that the refrigerated cargo vessel *Runic* was lost, happily with no loss of life, by stranding on Middleton Reef, off the Australian Coast, in February 1961.

#### Balancing Charge—Unfair Effect

Reference has been made on a number of previous occasions to the consequences of the so-called Balancing Charge levied by the Inland Revenue following the sale or loss of a vessel, on the excess of the amount received over the written-down value of the vessel as calculated for tax purposes. The loss of the *Runic* shows particularly clearly the harmful and unfair effects of this charge. The recovery from Underwriters in this case amounted to rather more than £1¼ million; tax on the Balancing Charge will take £¾ million, leaving a net amount of only £1 million to meet the cost of a replacement vessel, estimated at £2¾ million. The net recovery has for the time being been credited to Fleet Replacement Account and explains largely the increase in the Capital and Revenue Reserves as shown in the Consolidated Balance Sheet.

#### New Tonnage

During the year six new vessels were commissioned—*Amalric*, *Iberic*, *Icenic*, *Lancastrian Prince*, *Stuart Prince* and *Tudor Prince*. *Amalric* has been designed so that she can, if needed, be employed in the fast-developing trades between New Zealand, Japan and other Pacific areas, in which trades the Shaw Savill Line is actively engaged in cooperation with the other British Lines regularly trading to and from New Zealand. *Iberic* and *Icenic* have taken their place in the Shaw Savill trades between the U.K. and Australia and New Zealand. As mentioned previously, *Lancastrian Prince* has joined the Prince Line fleet trading to the Mediterranean. The tankers *Stuart Prince* and *Tudor Prince* have been accepted from the builders and have commenced trading under long-term charter arrangements. As delivery was not given until November 1960 and April 1961 respectively, only six months' earnings from the former have been incorporated in the Accounts. The introduction of this expensive new tonnage has raised the book value of the fleets from £35,293,874 to £40,228,026, despite the increased charge for Depreciation, a charge which must inevitably continue to rise as old tonnage is replaced by new. As ships take time to build, it is customary to make payments to Shipbuilders on account of vessels not yet delivered, and at 30 April 1961 the amount of these payments, on which no earnings can be obtained, was no less than £4,042,946.

Her Majesty Queen Elizabeth the Queen Mother graciously consented to launch the new one-class passenger vessel *Northern Star* of 22,500 tons and the ceremony took place at Vickers-Armstrongs' Naval Yard, Walker-on-Tyne, on 27 June 1961. *Northern Star*, which is designed to operate in conjunction with *Southern Cross*, is scheduled to sail on her first voyage in the Shaw Savill round-the-world service on 10 July 1962. Like the *Southern Cross* she is not designed to carry cargo.

As at 30 April 1961, capital commitments in respect of Shipping Property amounted to £9,771,900, covering contracts entered into at that date in respect of two refrigerated cargo vessels ordered for the New Zealand and Australian trades for delivery in 1962 and 1963, the balance of the amounts payable in respect of *Northern Star*, *Abadesa*, and the Group's interest in *Ocean Transport*, and the estimated cost of modernisation of *Queen of Bermuda*.

#### Expansion in Trinidad

Reference was made last year to the continuing expansion of the Company's trading activities in Trinidad. Increasing competition has, during the last year, affected the profits, but the Directors take an optimistic view of

future prospects, and have contracted since the close of the year for the construction of a new building on property now owned, to provide additional office premises and showrooms.

For some time it has been felt it would be advantageous if part of the Company's business in Trinidad was transferred to a separate Company. The formation of Furness Engineering (Trinidad) Limited, at 1 May 1960, accounts almost entirely for the increase of £209,734 in the book value of Investments in Subsidiaries other than Shipping as shown in the Balance Sheet of the Parent Company. This Company has traded at a satisfactory profit during its first year of operation, but it has been deemed prudent not to declare a Dividend.

The Directors are pleased to report that the management of the two passenger and cargo vessels—*Federal Maple* and *Federal Palm*—built is a gift by the Dominion of Canada to the Federal Government of the West Indies, has been entrusted to the Company. They are expected to enter service during August and September 1961 respectively.

#### Canadian Company

Reference was made last year to the acquisition of the Empire Stevedoring Company Limited of Vancouver, B.C. The Directors are pleased to report their satisfaction with the results of the past year's operations.

#### British United Airways

Reference has usually been made to the Company's shareholding in British United Airways. The Civil Aviation Licensing Act, 1960, has encouraged independent airlines to hope that they may be allowed to operate a greater number of scheduled services. British United Airways has made application to the Air Licensing Board and is now awaiting the outcome of these hearings. In the hope of a satisfactory outcome, and as replacements for existing aircraft, British United Airways has placed orders for a number of modern jet airliners, for delivery in 1963/64.

#### Directors, Executives and Staff

Mr W. Errington Keville, C.B.E., a Deputy Chairman, has been elected Chairman of the General Council of British Shipping and President of the Chamber of Shipping of the United Kingdom for the current year.

It is with deep regret that the Directors have to record the death of Mr Sydney J. Forster, who retired in 1948 after 52 years' service, of which 29 were in the capacity of a Director.

Mr John J. Walsh, O.B.E., who had rendered valuable service to our organisation in America for over 45 years, retired from active business on 30 April 1961, and his resignation from the Board was accepted with regret. Mr W. F. George Harris, whose appointment to the Local Board in the United States of America was reported four years ago, has been appointed General Manager in the United States.

Mr Alistair Elder, Chairman of the Local Board in Trinidad and Tobago, retired from active business on 30 April 1961 after 40 years' service with the company, and his resignation from the Local Board has also been accepted with regret. He has been succeeded by Mr George Wright.

The Group is extremely fortunate in having the services, both afloat and ashore in the United Kingdom and in other countries, of thoroughly efficient and loyal staffs, and the sincere thanks of the Directors are due to them for their unremitting efforts during a somewhat difficult year.

#### Formal Business

Special notice has been received by the Company of a Resolution for the re-election of Mr Frank Charlton,



F.C.A., who reached 70 years of age on 20 November 1960.

Mr John W. Barron, Mr E. Philip Rees, C.M.G., M.C., The Lord Sanderson of Ayot, M.C., and Mr Kenneth Stoker, M.A., J.P., retire from the Board by rotation and offer themselves for re-election.

The Auditors, Messrs W. T. Walton & Son, having notified the Company that they are willing to continue in office, a Resolution was proposed at the Meeting fixing their remuneration for the current year.

The report and accounts were adopted and the payment of a dividend, as recommended, was approved.

The retiring directors, as mentioned, were re-elected, and the remuneration of the auditors having been fixed the proceedings terminated.

THE VARIOUS training schools for the Israel merchant and fishing fleets are to be expanded to accommodate double the number of cadets, officers and sailors. Over 450 applications have been received at the Officer Marine Training School in Acre, which at present has room for about 150 pupils only. New classes will also be added at the training schools in Haifa, Tel-Aviv and Michmoret. Some 2,500 seamen are still required to fill vacancies in Israel's merchant marine during the next five years. This figure includes 600 officers.

THE 9th International Congress on Communications organised by the Civico Istituto Columbiano will take place in Genoa from October 8 to 12. An international air rally will take place at the Cristoforo Colombo Airport and in the Sea Communications Section Professor Avv. Franco Berlingeri will present a paper on Nuclear Propulsion in the Law of Navigation.

A comprehensive manual giving data on the thermal insulation of pipework has been published by Stillite Products Ltd, 15 Whitehall, London SW1, a member of the Turner & Newall group. The formulae and procedure contained will enable calculations to be made for most conditions, providing the basic data such as thermal conductivity at the appropriate mean temperatures is known.

A booklet published by Aquastat Ltd, Romney House, Tufton Street, London SW1 contains many examples of the extensive use of Aquastat treatment for preventing hard water scale throughout all sections of industry. The use of this process in the shipping world has steadily expanded since the first marine Aquastat was installed in 1943, and over 300 ships are now fitted with this plant.

## Coast Lines Limited

Captain A. R. S. Nutting's Statement

THE forty-eighth annual general meeting of Coast Lines Limited was held in London on September 26. The Chairman, Captain A. R. S. Nutting, O.B.E., M.C., in the course of his speech said:

The Consolidated Profit and Loss Account shows that after providing for depreciation, future surveys and deferred repairs the trading profit for the year 1960 amounted to £1,089,682 as against £1,194,100 in 1959. Our 1959 trading profit included a sum of £163,226 released from provision for surveys, deferred repairs and underwriting set aside in previous years in respect of ships sold during the year. Deducting this non-recurring credit from the profit of 1959 the comparison of the result of our trading in the two years is an increase in profit of £56,473 over 1959.

Taxation on the year's profit amounts to £453,990 compared with £363,195 in the previous year. The capital allowances other than investment allowances granted by the Revenue Authorities result in the deferment to subsequent years of part of the tax which would otherwise be payable on the profits of the year. The tax so deferred is ultimately payable and we have set aside and included in the year's charge an amount of £112,611 in respect of tax deferred on the profits of the year. Setting aside the tax deferred has been a gradual process over the years and we have provided from the net profit of the Group an amount of £94,746 covering further taxation deferred in respect of years before 1960.

The net profit of the Company and subsidiaries amounts to £709,526 against £871,508 in the previous year. Deducting taxation deferred in respect of prior years, the proportion of profit belonging to outside members and amounts retained by subsidiaries, Coast Lines Limited is left with a net profit for the year of £457,656.

We have transferred £100,000 to Fleet Replacement Reserve and, after providing for the dividends paid on Preference Stocks and the two interim dividends paid on the Ordinary Stock, as increased by the £1,000,000 issue in June 1960, there remains a surplus of £24,304 to be carried forward increasing the balance to £716,435. The Report and Accounts were adopted.



Two views of the offices which have been opened at 115 Leadenhall Street, London EC3, by Burmeister & Wain (Great Britain) Ltd, under the charge of Mr Jorgen Berring. The interior decoration is the work of a Danish architect





# THE Powell Duffryn GROUP

## Continued Growth and Expansion

### IMPROVED RESULTS WIDELY SPREAD ACROSS THE GROUP

The Annual General Meeting of Powell Duffryn Limited was held on September 20th in London, the Chairman, Sir Henry Wilson Smith, K.C.B., K.B.E., presiding. The following is an extract from his circulated statement.

#### RESULTS

Consolidated Group Profit, after tax and after deducting minority interests, shows an increase of 17 per cent. over the previous year. More important, the Group Trading Profit, up 22½ per cent., is the highest in our history. This improvement was widely spread across the Group.

#### DIVIDEND

The Directors had intended to recommend an increase in the Final Dividend on the Ordinary Shares which would have made 18 per cent. for the year against 16 per cent., but confronted with the statement by the Chancellor of the Exchequer are recommending an unchanged dividend.

#### SALIENT FEATURES:

	1961 £	1960 £
Consolidated Profit after Depreciation	2,563,854	2,156,500
Taxation .. .. .	1,059,560	863,607
Net Profit after Taxation .. .. .	1,504,294	1,292,893
Capital and Reserves .. .. .	21,653,563	20,963,613
Capital Commitments .. .. .	2,100,000	1,060,000
Total Group Assets .. .. .	38,693,540	35,380,628

#### REVIEW OF GROUP ACTIVITIES

**Shipping:** With the completion this autumn of three ships now building, the fleet owned by Stephenson Clarke will consist of 40 ships compared with a pre-war fleet of some 16 ships, all of which were coasting colliers. There are now 28 bulk carriers of 1,500 to 5,000 tons deadweight engaged in carrying coal and other cargo, mainly in the coasting trade but a number also in foreign trade. Two old ships have been scrapped and three good second-hand ships of this class have been purchased. Two new modern coasting tankers have come into service during the year and a further one is to be completed this autumn, bringing the tanker fleet up to nine modern and well-equipped ships which are giving excellent service in the coastal and Continental trade. Since the end of the year, the "Gilsland" and the "Blanchland", two general cargo ships of 10,500 and 12,600 tons deadweight, have been launched and these ships will come into service in the Company's foreign trade in a few months' time.

Despite the many problems associated with coastal shipping and despite deep sea freights which are still too low from the ship-owners' point of view, the fleet has continued to trade profitably and to give good service to those industries and shippers whom it is our privilege to serve. It has been maintained with modern ships of a high standard of construction and its average age with the delivery of new ships this autumn will be only seven years.

In addition to the fleet which it owns, Stephenson Clarke has continued to manage a further 53 ships for other owners, primarily in the coastal trade.

**Coal:** It is comforting to record that, during 1960, there was an increase of some seven million tons in the total quantity of coal consumed in the United Kingdom and that there was also some increase in coal exports. This was reflected in the trade of our Companies engaged in the distribution of coal. We are considering certain possible

developments calculated to enable us to play an even fuller part in the United Kingdom coal trade.

**Oil:** Apart from the expansion of our coastal tanker interests, and the steady development of fuel oil inland sales, we have recently given special attention to the Group's oil storage business. This is a responsibility vested in Cory Brothers who, with the completion of certain additions to previously existing capacity, will have 275,000 tons of oil storage available at Barry, Birkenhead and Ipswich. A high proportion of this tankage is let under long-term contract and there is no lack of current demand for the balance.

After a careful survey of the demand for oil storage in this country and of alternative sites, the decision was taken to embark on a major expansion by the erection of an entirely new installation at Purfleet, on the Thames. When the development is complete it is estimated that 600,000 tons of storage will be available for oil, chemicals and other bulk liquid products.

**Timber:** Our timber businesses made steady progress. Improvements at the Queensferry insulation board mill are designed to expand our sales of special types of board.

**Engineering:** Powell Duffryn Engineering is still wrestling with the many problems arising from the drastic cut-back in British Transport Commission orders for the building of railway wagons which have in the past constituted about 50 per cent. of the Company's turnover. This has involved the Company in a complete re-orientation of this side of its business and in the development of new lines of activity. Powell Duffryn Carbon Products is engaged in machining graphite for the Hunterston atomic power station and in manufacturing equipment for the chemical industry.

**Heating and Air Conditioning:** This side of the Group's activities is one in which important developments have occurred and are still occurring. We are now substantially involved in the manufacture and sale of boilers, steel hot water radiators, oil filled electric radiators and related equipment. Apart from the long-term prospects which, despite the growth of competition, must be regarded as encouraging, current demand is heavy. To further the process of integration and co-ordination the activities are now grouped in a new Company, Powell Duffryn Heating Limited.

The Chairman then outlined a number of other important developments and reviewed the substantial capital expenditure programme.

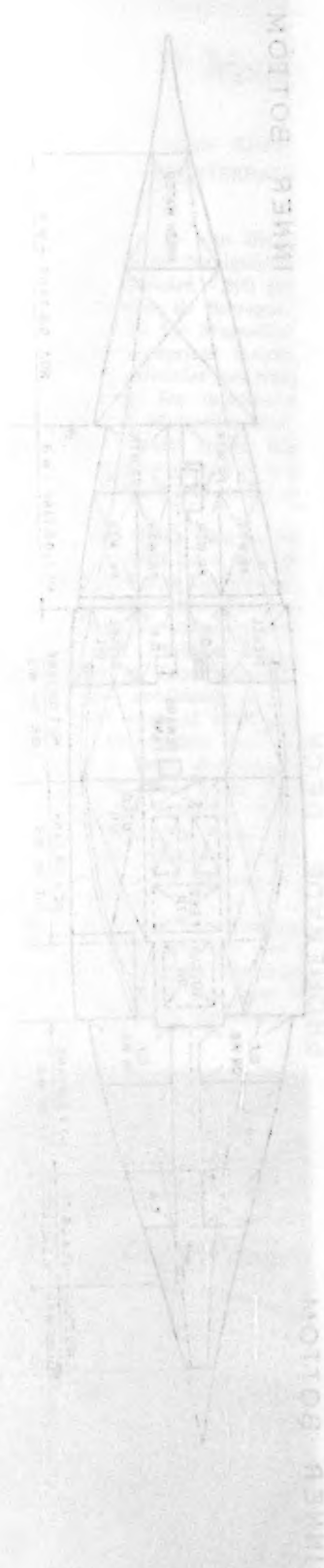
#### FUTURE PROSPECTS

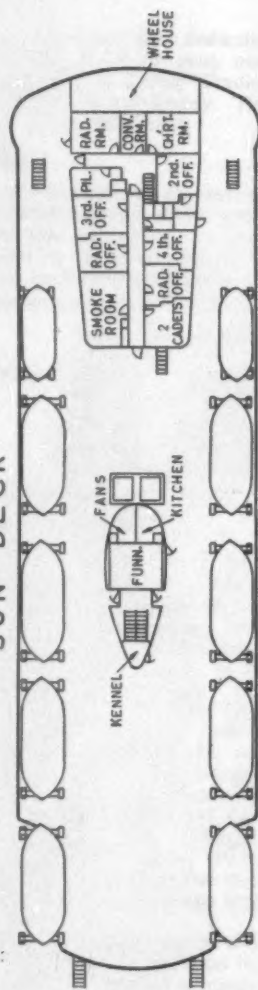
Commenting on future prospects the Chairman said: The general outlook for the Group remains satisfactory. In the short-term, it is virtually impossible for me to be at all specific, at this date, on the likely out-turn of the current financial year, because so high a proportion of the Group profits is earned in the winter months and is dependent among other things on winter temperatures and weather. More generally, it still remains to be seen to what extent the Group will be affected by factors outside our control arising in the national and international economic sphere or directly resulting from action taken by the British Government. None the less, I have no reason to expect any deterioration in our affairs in 1961-62.

The report and accounts were adopted.

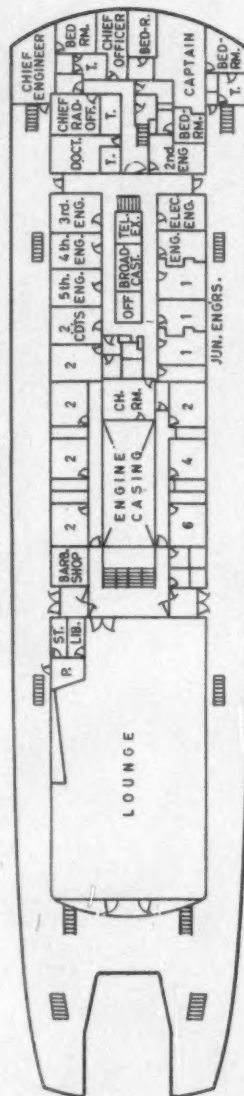
Copies of the full Chairman's Statement giving details of developments in the various sections of the Group can be obtained from the registered office of the Company: 8 Great Tower Street, London, E.C.3.

General conditions of the ground barrier and water. When the ship is in the water, the ground barrier is in the water. The ground barrier is in the water. The ground barrier is in the water.

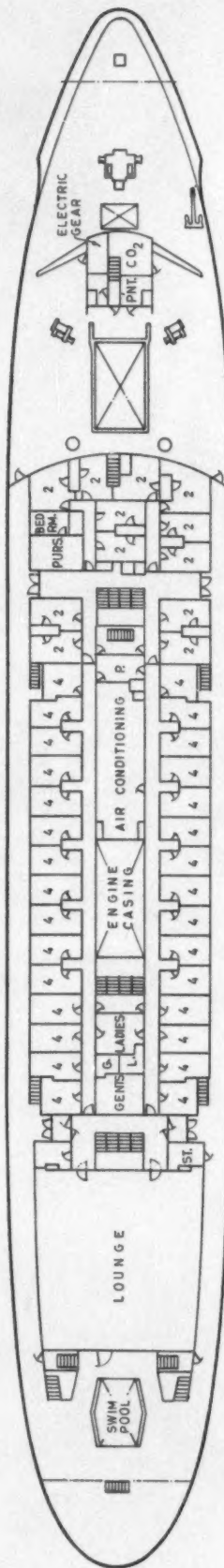




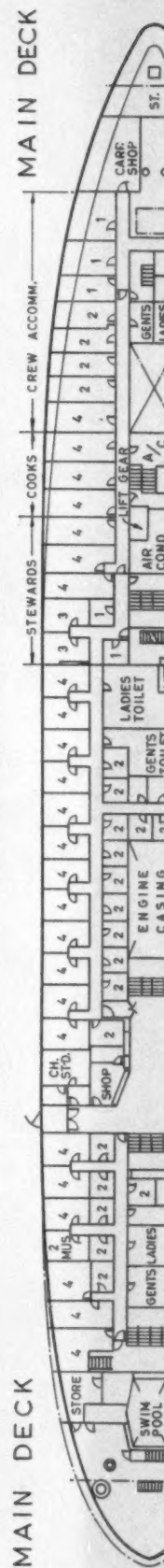
PROMENADE DECK



LIDO DECK

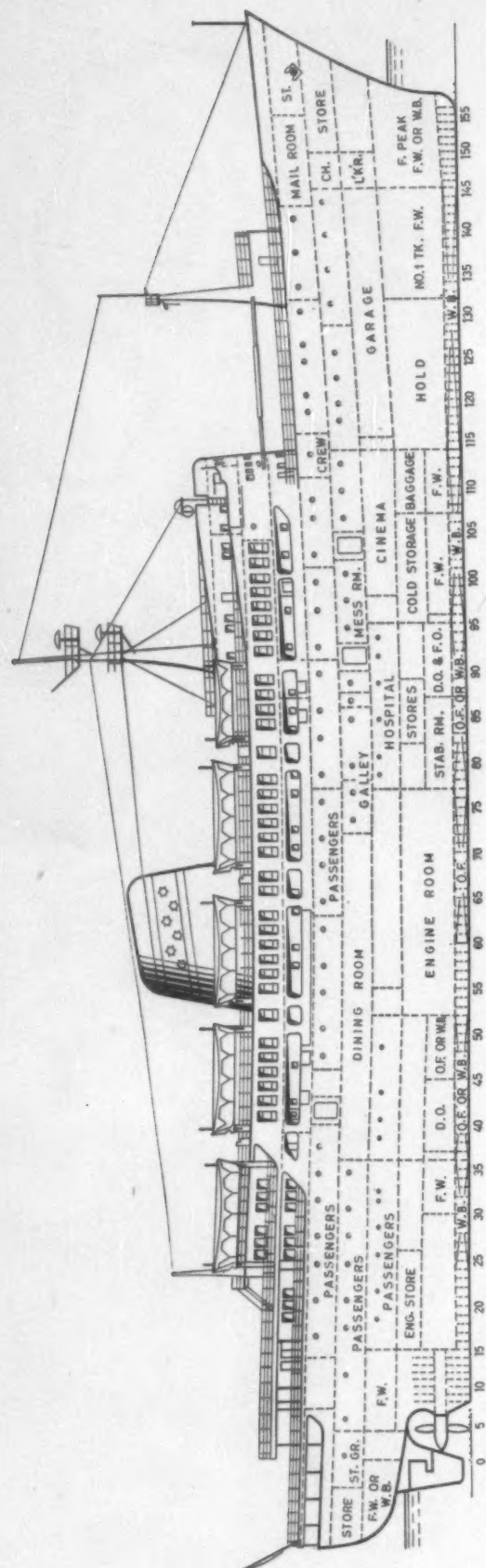


MAIN DECK

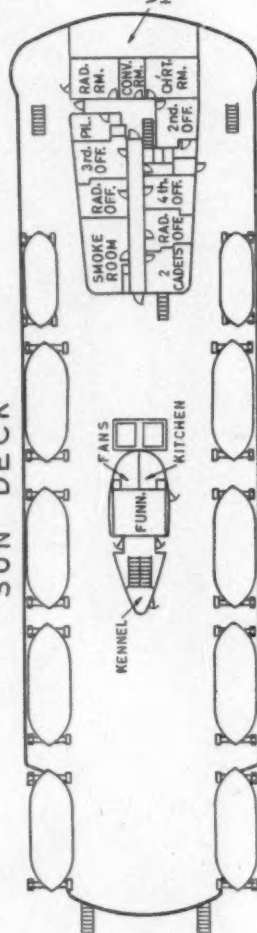




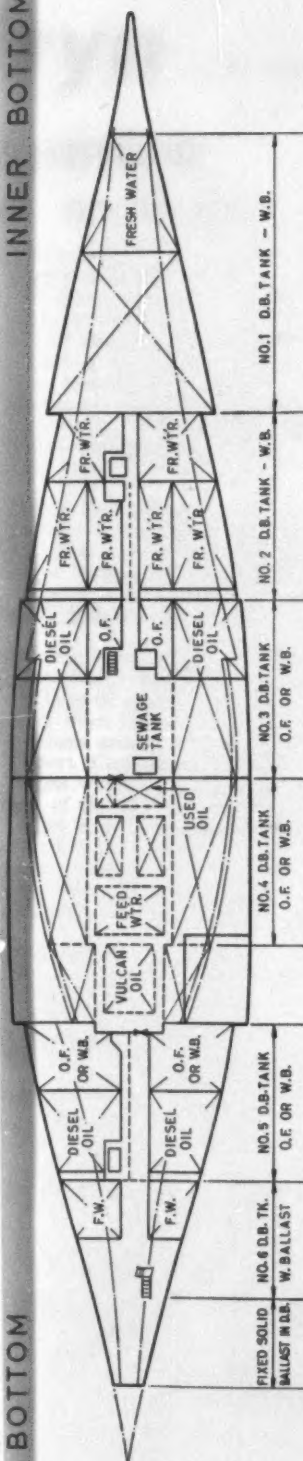
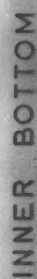




SUN DECK



INNER BOTTOM



General arrangement of the Israeli passenger liner "Moledet," 7,800 grt, built by the Ateliers et Chantiers de Bretagne, Nantes, for Zim Israel Navigation Co Ltd, Haifa

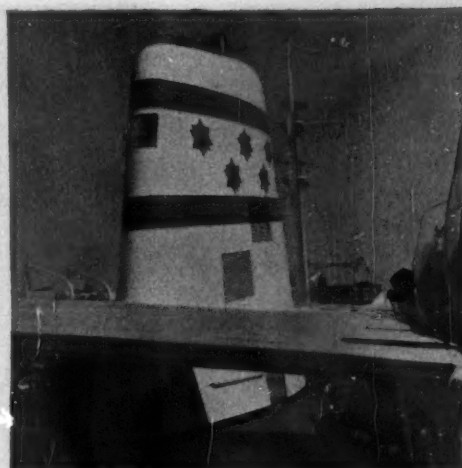
## Passenger Liner "Moledet"

NEW ISRAELI SHIP FOR  
MEDITERRANEAN SERVICE

THE LATEST vessel to join the growing fleet of ships owned by Zim Israel Navigation Co Ltd, Haifa, is the passenger liner *Moledet*, 7,800 grt. This vessel, built by Ateliers et Chantiers de Bretagne, Nantes, left the shipyard on August 20 for Marseilles via Barcelona, with a party of guests comprised mainly of travel agents and journalists. The *Moledet* has been designed to meet the increasing demand for tourist-class accommodation on the route between Marseilles and Haifa, and is the first diesel passenger vessel to be built for Zim. She has twin Pielstick engines geared to a single shaft. Air conditioning and stabilisers add to the comfort of those travelling on board.

Since the Zim fleet's start in 1945, three years before Israel was recognised as a free State, the company has grown rapidly and now operates 47 vessels having a total tonnage of 415,240 tons. These include four passenger ships—the *Artsa*, *Jerusalem* (9,900 grt), *Theodor Herzl* (9,914 grt) and *Moledet* (the *Theodor Herzl* was fully described in THE SHIPPING WORLD of 23 October 1957); two combined cargo and passenger ships *Israel* and *Zion*, each of 9,885 grt; 36 cargo vessels and four tankers. In addition there are four cargo ships on order having a total deadweight of 40,599 tons for delivery this year, seven cargo ships for delivery in 1962 and 1963, and the passenger liner *Shalom* (23,000 grt), which is to be built at St Nazaire by Chantiers de l'Atlantique. This liner, which will link Haifa with New York, will carry about 1,100 passengers and should be ready for delivery in 1963.

The *Moledet* carries 596 passengers in cabins arranged on six decks. The fares are very reasonable and range from £26 15s for a single fare from Naples to Limassol, to £154 8s for a return fare from Marseilles to Haifa via Genoa in the height of the tourist season. A noticeable



The streamlined funnel has the exhaust uptakes in the forward section, the centre section serves as an entrance lobby to the accommodation and the after portion contains the dog kennels

feature is the large amount of deck space available for passengers and also the long glass-enclosed promenade deck. The single-class ship has proved necessary for the Mediterranean trade, and if the *Moledet* is the success that her owners envisage a sister ship may well be ordered.

The principal particulars of the *Moledet* are as follows:

Length o.a.	...	...	421ft 11in
Length b.p.	...	...	373ft
Breadth moulded	...	...	59ft 8in
Depth to A deck	...	...	35ft
Depth to B deck	...	...	26ft 7in
Draught	...	...	19ft 8in
Deadweight	...	...	2,150 tons
Gross tonnage	...	...	7,800 tons
Displacement	...	...	6,000 tons
Passengers	...	...	596
Crew	...	...	156
Propelling machinery (normal rating)	...	...	4,600 hp
Speed	...	...	17 knots

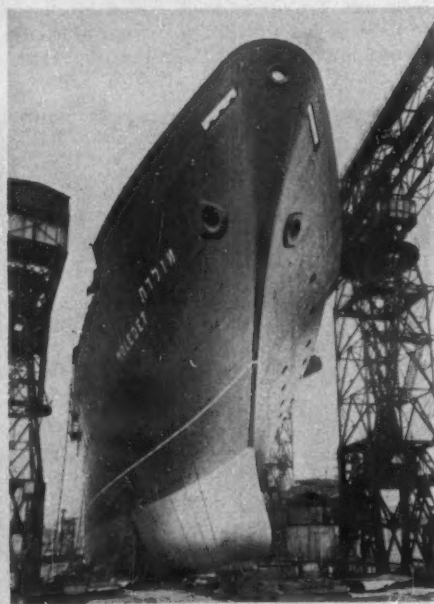
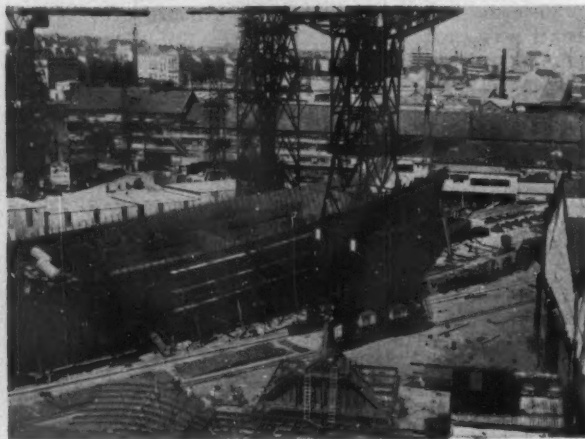
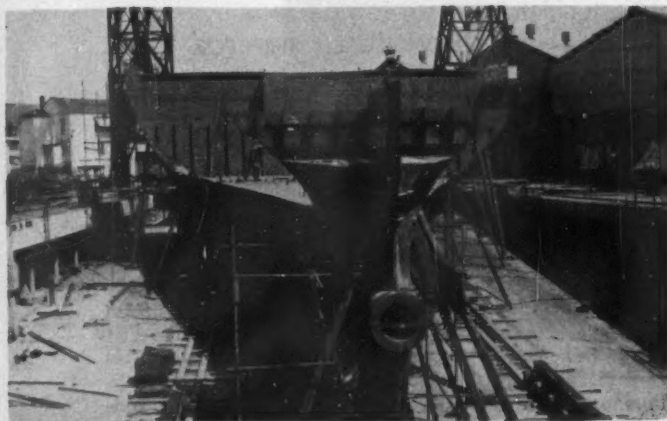
The basic lines used for the *Moledet* are those developed by the Ateliers et Chantiers de Bretagne for the cargo vessels *Borée* and *Hébé* (SW, 11.5.55), both of which have a bulbous bow. These two vessels, each of 2,350





**STAGES IN THE CONSTRUCTION OF  
THE "MOLEDET"**

- |                   |                   |                    |
|-------------------|-------------------|--------------------|
| (1) May 1960      | (2) June 1960     |                    |
| (3) June 1960     | (4) July 1960     | (5) September 1960 |
| (6) November 1960 | (7) November 1960 |                    |



dwt, were specially designed for the fast transport of fruit and vegetables, and were also powered by twin Pielstick diesel engines geared to a single shaft. During sea trials the *Borée* exceeded an average speed of 18 knots.

The *Moledet* is built on attractive lines with a sharply raked stem, bulbous bow and cruiser stern. She has four continuous steel decks and three tiers of superstructure, with sheer on all decks. There are seven watertight bulkheads. A continuous double bottom is provided and used mainly for fuel oil or ballast. Deep tanks for fuel oil, diesel oil and fresh water have been provided fore and aft of the engine room.

The stability of the ship conforms to the requirements of the International Convention of Safety of Life at Sea. Every effort has been made to keep the operating metacentric height to a minimum by careful arrangement of the cross bulkheads and deep tanks and by provision for



Wide open deck space is a feature of the "*Moledet*", as will be noted in the above view of the promenade deck

cross flooding. The upper deck is framed longitudinally, all other decks having transverse framing.

At the forward end of the ship is a trunked hatchway measuring about 22ft 5in long by 12ft wide leading through the accommodation to a flush hatch on C deck. The upper deck has a MacGregor single-pull hatch cover. The capacity of the cargo hold is about 17,655 cu ft and that of the garage about 18,530 cu ft.

Deck machinery includes two electrically-driven capstans on the poop deck with the motors installed below deck; an electric windlass, also with the motor below deck; and two electric cargo winches. The vessel has three hydraulically-operated watertight doors, one at the entrance to the shaft tunnel, one at the entrance to the pipe tunnel and one on D deck at frame 95.

#### Denny-Brown Stabilisers

The latest type of Denny-Brown stabilisers having a blade surface of 35 sq ft have been fitted. (It is of interest to note that the *Theodor Herzl*, which is fitted with German-built stabilisers, is to have these removed and replaced by Denny-Brown equipment.) The streamlined funnel not only serves its normal function in enclosing the main engine, auxiliary engine and boiler uptakes, but also serves as an entrance lobby to the accommodation as well as housing the dog kennels.

As stated, the *Moledet* is a single-class ship, and in



Promenade deck—starboard side. This long deck is closed to the sea with fixed panels of toughened glass

view of the fact that the voyage from Marseilles to Haifa takes only 4½ days, sleeping accommodation could be of secondary importance to a ship of this type. However, in spite of the quite large number of passengers that she carries, 596 in all, there is no undue overcrowding. It is true though that there are only seven cabins which can be described as top-grade tourist accommodation, and these are on the promenade deck; each is an outside cabin with private shower and W.C. The remainder of the passengers are carried in cabins on the Lido, main, restaurant, theatre and "A" decks.

#### Public Rooms

The two public rooms are spacious and each has a dance floor and a bar. The lounge on the promenade deck which overlooks the swimming pool has wide windows opening out on to this deck. There is considerable deck space for passengers, and the long promenade deck is closed on the outboard side with fixed panels of toughened glass arranged in three tiers—every second middle panel can be slid downwards. There is, of course, a Synagogue, and this is on the theatre deck. Nearby is a cinema with seating for 100 persons.

The main dining saloon has been designed to accommodate 323 persons at a sitting, at tables for four, six or seven passengers. This space has full-height ply-



Passengers enjoying a swim in the lozenge-shaped swimming pool on the Lido deck

wood panelling with Formica facing, and decorative glass panels on either side. Off the main hall leading into the dining saloon there is a small room in which 20 children can take their meals at one time. Kosher cooking is naturally served on this ship; the menus being extremely well planned and the food excellent enough for the most jaded palate.

Other amenities in the ship include a barber's shop and hairdresser, a well-stocked shopping centre where one can buy tax-free goods, a hospital equipped with X-ray, an operating theatre, dental surgery gear etc. The swimming pool on the Lido deck is of steel with a polyester painted inside surface.

The crew of 156 is accommodated forward, apart from a small number of stewards who are housed on the theatre deck. The officers' smokeroom is on the sun deck, while the mess rooms for officers, engineers, catering staff etc have been arranged on the restaurant deck, forward of the galley. Air conditioning has been provided throughout the accommodation and this is effected basically from three main units designed for air conditioning or heating. Subsidiary units, comprising a cooling coil and a heating coil, are fitted in the ducting so as to correct the temperature of the air delivered by the main air-conditioning units, depending on the ambient temperature at any particular zone. A large quantity of polyvinyl ducting has been used in the system. The refrigerating plant comprises York centrifugal compressors, operating on the Westinghouse system with Honeywell controls.

The passenger spaces have been divided into three fire zones by Class A bulkheads. As a special precaution about 32,000 sq ft of Marinite in various thicknesses has been supplied for bulkheads and linings, some of which have been veneered with laminate plastic and the remainder painted. A complete automatic sprinkler and fire system has been arranged through the living and control



The Tarshish lounge on the Lido deck has a cocktail bar and dance floor

spaces. CO<sub>2</sub> fire extinguishing has been provided for the engine room, cargo spaces, lamp and paint room; a smoke detector for the last four items being installed in the wheelhouse.

#### Propelling Machinery

The *Moledet* is powered by two SEMT-Pielstick four-stroke single-acting trunk-piston turbocharged diesel engines coupled to a single shaft fitted with a controllable-pitch propeller through hydraulic couplings and reduction gearing. Each engine has nine cylinders of 400mm bore and 460mm stroke, and is designed to operate on heavy fuel up to 3,500 secs Red. No 1 at 100 deg F. The maximum continuous output of each engine is 3,195 shp at 430 rpm. The propeller speed is 140 rpm. The controllable-pitch propeller has been made by Ateliers et Chantiers de Bretagne.

There are two Vulcan-type hydraulic couplings and a single reduction gear with two input pinions and a single helical wheel. This arrangement provides easy manoeuvring in port by alternate engagement and disengagement of the couplings, with one engine running ahead and the other astern. In fact, the arrangement has much to offer, as it enables the vessel to make port in the event of one engine breaking down, and also gives a very wide range of economical running speeds. Control of the main engines is from a soundproof compartment at the forward end of the engine room containing, in addition to the engine controls, the telegraph, main switchboard and auxiliary distribution board, torsionmeter, and ABC propeller controls. A Drew Viscorator has been installed so that when the engine is operating on heavy fuel, accurate temperature and viscosity control is ensured.



The Galilee lounge, on the deck below the Tarshish lounge, also has a bar and space for dancing





The main engine controls are in a sound-proof compartment at the forward end of the engine room

Electricity for power and lighting is supplied by four 440-kW 440-volts 60-cycles alternators running at 1,200 rpm, and each driven by a 12-cylinder Vee-type supercharged trunk-piston MGO diesel engine, type V12 ASHR, of 600 bhp output. On the starboard side of the main deck there is an emergency set comprising a six-cylinder radiator-cooled Poyaud diesel engine driving a 114-kVA alternator at 1,200 rpm. This unit starts automatically in the event of electricity supply failure, or it can be started by a Berger hydraulic-pneumatic starter.

Steam for heating is obtained from a Spanner waste heat boiler and an oil-fired boiler, the latter for use in port, fitted with the associated feed pumps. A fresh water distilling plant using waste heat from the main engine cooling water supplies 24 tons of fresh water a day.

The engine room, although small, has been carefully planned so as to enable maintenance to be carried out with the minimum of trouble. On a platform off the engine room there is an exceptionally well equipped workshop with a combined lathe and milling machine, drilling machine, grinder, electric and oxy-acetylene welding sets etc. The de Laval clarifying and purifying plant is also in a separate compartment off the engine room. This space is ventilated by two large electric motor-driven fans, and the main engine room by four motor-driven fans each of 166,550 cu ft capacity.

For main engine cooling there are three 200 tons/hr pumps, one for fresh water, one for salt water and one standby; two 50 tons/hr pumps for main engine lubricating oil, and two of the same capacity as standby pumps which can also serve as lubricating oil transfer pumps. The reduction gearing lubrication is effected by gravity tank, for which there are two 80 tons/hr pumps.

Other items of engineroom equipment include a 200-tons/hr ballast pump, two 100 tons/hr centrifugal bilge pumps, two 100 tons/hr fire and deck wash pumps and one 100 tons/hr pump for the fire sprinkler system.

(Continued from next column)

by Furness Shipbuilding Co Ltd) and *British Piper* (launched as *Empire Grenada*, 8,238 grt, 4,853 nrt, built Glasgow 1946 by Harland & Wolff Ltd) sold by BP Tanker Co Ltd to Bisco.

Cargo steamer *Yavor* (ex-*Reili*, ex-*Vesta*, ex-*Skinfaxe*, 1,345 grt, 773 nrt, built 1920 by Kjobenhavns Flydk. & Skibs) sold by Bulgarian Government to Italian shipbreakers.

## RECENT SHIP SALES

CARGO steamer *Esfahan* (ex-*Eurystheus*, ex-*Clarence F. Peck*, 10,906 dwt, 7,224 grt, 4,457 nrt, built Portland, Me., 1945 by New England Shipbuilding Corp) sold by Marchessini Lines Ltd, European Division, Vaduz, Liechtenstein (Liberian flag), to Greek buyers for £133,000 with survey passed delivery Trieste.

Motor vessel *Bow Santos* (8,010 dwt, 4,939 grt, 2,796 nrt, built 1954 by Hall Russell & Co Ltd) sold by Skibs A/S Hassell (A/S Rederiet Odjell), Bergen, to French liner owners for £350,000.

Motor tanker *Fernmanor* (18,094 dwt, 13,180 grt, 7,644 nrt, built 1950 by Kawasaki Dockyard Co Ltd) sold by A/S Glittre, D/S A/S Garonne & A/S Marina (Fearnley & Eger), Oslo, to Italian interests for transfer to the Panamanian flag, for £225,000, with prompt delivery Kristiansand. She has been idle in Norwegian waters since April, and passed survey in March 1959.

Motor tanker *Belita* (13,300 dwt, 8,641 grt, 5,094 nrt, built 1948 by Kockums M.V.) sold by Skibs A/S Oiltank 3 (Reidar Rod), Tonsberg, to Panamanian interests for £147,500.

Motor vessels *Ciandra* and *Colonia*, each 2,150 dwt, 1,498 grt, 1,028 nrt, built Bremerhaven 1952 by Fr. Lurssen) both sold by Translanta GmbH, Bremen, to other German buyers and renamed *Skagenhorn* and *Hohenhorn* respectively.

Cargo steamer *Downshire* (398 grt, 163 nrt, built 1925 by Scott & Sons) sold by East Downshire Steamship Co Ltd, Belfast, to Haulbowline Industries Ltd for demolition.

Motor vessel *Snjeznik* (ex-*Beachy*, 1,525 dwt, 1,257 grt, 603 nrt, built 1947 by the Caledon Shipbuilding & Engineering Co Ltd) formerly owned by Omnico Etablissement (Kvarnerska Plovidba, Rijeka), Liechtenstein, and lying damaged in Cyprus, sold by the salvors at Famagusta to Italian buyers.

Three American Liberty-type steamers have been sold to the Northern Metal Co of Philadelphia for demolition. They are the *J. Warren Keifer*, the *Anthony Ravalli* and the *Irving Babbitt*, and they have each realised \$71,071. They were all built in American yards in 1943 and 1944, and are of 7,200 grt.

The Zidell Explorations Co Inc, of Portland, Ore., has bought three Liberty-type steamers from the U.S. Department of Commerce. They are the *Henry E. Huntington*, *Silvestre Escalante* and *James M. Porter*, and they have realised \$79,339, \$79,339 and \$89,339 respectively. They were built in the United States during the Second World War, and are of 7,200 grt.

Sold by the U.S. Department of Commerce, Washington, is the Liberty-type cargo steamer *Samtrent* (launched as *Percy D. Haughton*, and built at Portland, Me., in 1943). A vessel of 7,219 grt, she has been bought by the Pinto Island Metals Co of Mobile, Ala., for \$68,222.

Motor vessel *Talisse* (8,251 grt, 4,865 nrt, built 1930 by the Caledon Shipbuilding & Engineering Co Ltd) sold by N.V. Stoomvaart Mij. Nederland, to Japanese shipbreakers for £149,000, which is equal to about £21 10s per ton light displacement. She will be delivered Japan Sept./Oct.

Cargo steamer *Livno* (ex-*Lucijana*, ex-*Offham*, ex-*Pentyne*, 4,222 grt, 2,550 nrt, built 1928 by the Burntisland Shipbuilding Co Ltd) sold by Atlantska Plovidba, Dubrovnik, to Yugoslav shipbreakers.

Cargo steamer *James Watt* (3,853 grt, 3,150 nrt, built Cleveland 1896 by the Cleveland Shipbuilding Co) formerly owned by the Nicholson Transit Co, Ecorse, Mich., sold to Spanish shipbreakers.

Cargo steamers *Rocquaine* (ex-*Empire Rider*, 1,220 dwt, 963 grt, 536 nrt, built 1943 by Scott & Sons) and *Havelet* (ex-*Ashley*, ex-*Betswood*, 1,067 grt, 532 nrt, built 1936 by Wm. Pickersgill & Sons Ltd) sold by O. Dorey & Sons Ltd, Guernsey, to Belgian shipbreakers.

Lengthened T2 tanker *Trimble's Ford* (18,025 dwt, 11,670 grt, 7,050 nrt, built Chester, Pa., 1945 by the Sun Shipbuilding & Dry Dock Co, lengthened 1948) sold by National Bulk Carriers Inc., New York, to Kulukundia Maritime Industries Inc., New York, and renamed *Rocky Point*.

Motor tankers *British Admiral* (735 grt, 4,897 nrt, built 1947 (Continued opposite)

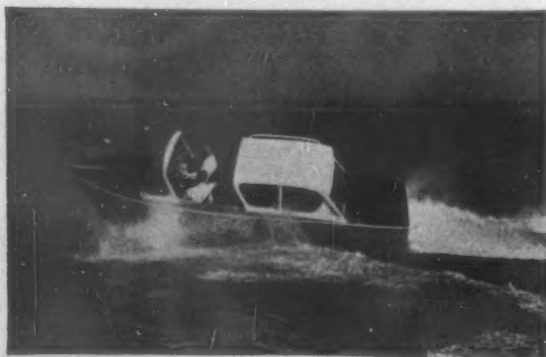
## Oil Topics

### AN AMERICAN ANALYSIS

THE LATEST of the annual tanker studies published by the Sun Oil Company, of Philadelphia, states that at the end of 1960 the United States had dropped from second to third place in world tanker capacity. The second place had been taken by the United Kingdom, with Liberia again first. (This claim, somewhat startling to European eyes, depends on the inclusion of tankers of the U.S. Services and in the U.S. Reserve fleet. The latest figures of Davies & Newman Ltd put the U.S. tanker fleet about 3 mn tons deadweight below that of Norway.) Dr James S. Cross, manager of the Economics Department of Sun Oil and author of the study, points out also that the United States fleet was significantly older at the end of 1960 than any of the other ten major fleets, since about three-fifths of its carrying capacity was constructed prior to 1946. In direct contrast, the greater portion of the Greek and Swedish fleets has been constructed since the end of 1955. During 1960 Greece recorded the greatest advance in registries because of a large number of transfers to that country from Liberia and Panama. Dr Cross states that Greek-flag tankers experienced the highest growth rate (58.3 per cent per year) over the past five years. Since the end of 1955, the United States tanker fleet had increased by only 2.9 per cent last year, the lowest growth rate for any of the 11 leading flags of registry.

### More Scrapping

SCRAPPING of oil tankers reached an all-time high last year, exceeding the previous peak in 1959 by 67 per cent. Dr Cross said that age was a more significant reason for the high rate of scrapping than either speed or size. If scrapping by age in the future were the same as during 1957-1960, scrapping for the period of 1961-1965 would be in the order of 319 T2 equivalents for foreign flags. Scrapping for U.S. flag tankers would amount to 40 T2 equivalents. While the high rate of scrapping in 1960 contributed to the decreased rate of growth, another factor was that deliveries, equivalent to 387 T2's, were at their lowest level since 1957.



JET-POWERED LAUNCH

The Shell Company of Nigeria has recently taken delivery of the jet-powered launch "Pearly Monarch". Built by Windboats Ltd, of Wroxham, the boat only draws nine inches of water and is propelled by a Dowty-Hamilton Marine jet engine, which at a top speed of 24 mph takes in water through a grating under the hull at a rate of 45 galls per second and expels it at the stern through a 4-in outlet to give a 750-lb thrust. It is steered by altering the direction of the jet, and can maintain full power even on tight turns.

### Size and Ownership

AMONG the major maritime nations of the world, Liberia and Greece possessed the largest vessels at the end of 1960, while Liberia and the United States had the fastest. Well over half of both the Liberian and Greek fleets consisted of vessels of 30,000 tons deadweight and over. Larger vessels accounted for only one-fifth of the United States and Norwegian fleets, with close to one-half of the carrying capacity of the United States represented by ships of T2 tanker size and smaller. During the past five years, there has been continuous shift in both the total world and the United States fleets from oil to non-oil company ownership. The practice of chartering by oil companies on a long-term (20 years) bareboat basis from independents has become increasingly widespread.

### Shorter Notes

THE FIRST issue of the new-look *BP Magazine*, in the guise of a prestige "P.R." publication rather than a house journal, is a slim but striking affair with a variety (perhaps a bit too much variety) of papers, colours and type faces incorporated in its 32 pages. The contents include a thoughtful analysis of the problems of estimating energy demands and fashions of consumption and a description of the new crude oil loading terminal at Kharg Island in the Persian Gulf. The magazine will be issued quarterly.

A BILL has been introduced into the Australian Federal Parliament extending the scope of Government subsidy for oil exploration in Australia and New Guinea to include test drilling and detailed structure drilling.

JET Petroleum Ltd have abandoned plans for the establishment of a £350,000 terminal at the port of Blyth (Northumberland) owing to safety regulations concerning the entry of petrol-carrying ships into ports. The firm had planned using a site near Hughes Bolckow & Co's shipbreaking yard as a terminal point for the North-East of England.

THE ANNUAL REPORT of Phs. van Ommeren refers to the group's inland tanker fleet, which increased in the 10 years between May 1951 and May 1961 from 129,898 tons to 312,053 tons loading capacity. It is pointed out that in the more limited geographical area of the inland tanker trade the firm has to serve a larger part of the market than in the case of the oceangoing tanker trade (in which it is equally engaged). This brings with it a greater responsibility for making tonnage available to serve the trade; and as a corollary to this, the change in the structure of inland transport arising from the construction of an oil pipeline system in Europe will affect the firm more strongly than any changes in the oceangoing tanker field.

THE LARGEST vessel yet to enter the port of Hull in the fully loaded condition is the tanker *Esso Westminster*, 26,704 dwt, which berthed at the new Salt End jetty on September 16 carrying 26,000 tons of fuel oil from the Esso refinery at Fawley. The *Esso Westminster* was built in 1953 at Vickers-Armstrongs Barrow shipyard.

A STRUCTURE designed to provide a mooring and loading point for tankers off the coast of Libya is expected to be in use before the end of this year. Ordered in the United States by the Standard Oil Company (New Jersey) for its subsidiary Esso Libya, it is 140ft high and will be sunk in 15 fathoms of water. Tankers will moor to it by the bow, as with the new loading buoys now coming into service, and it will be connected to the shore by an underwater pipeline.

IMPERIAL CHEMICAL INDUSTRIES LTD, Magneto-Chemie N.V., Schiedam, Holland, and the Amalgamated Curacao Patents Company, of Curacao, have agreed to pool their appropriate patents and collaborate to develop and extend the use of titanium anodes coated with an extremely thin film of platinum or similar metal. For some years these firms have been separately engaged in developing coated titanium anodes and independently found that potentially they offered very considerable advantages over conventional materials in industrial electrolytic cells for chemical manufacture, electroplating plant and equipment for converting brine to drinking water.



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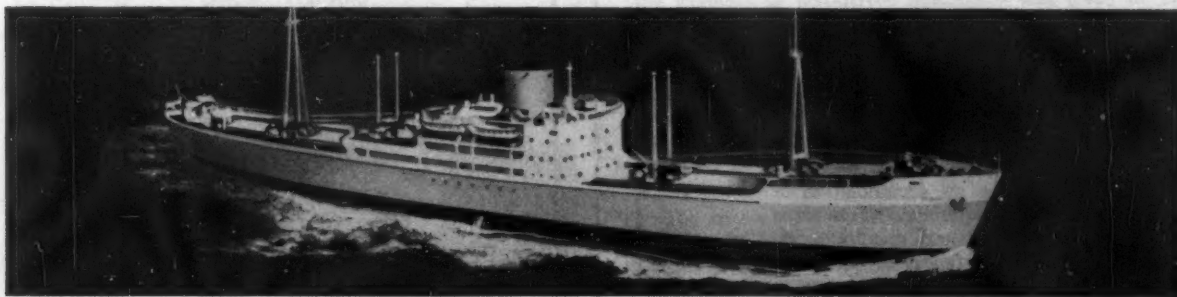
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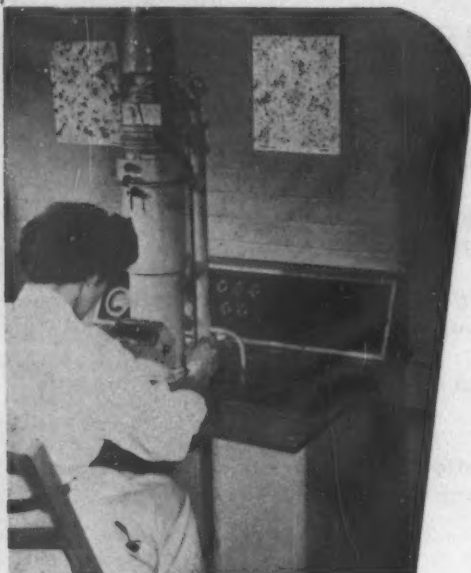


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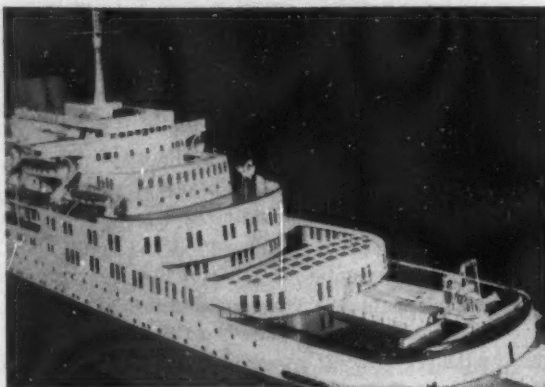
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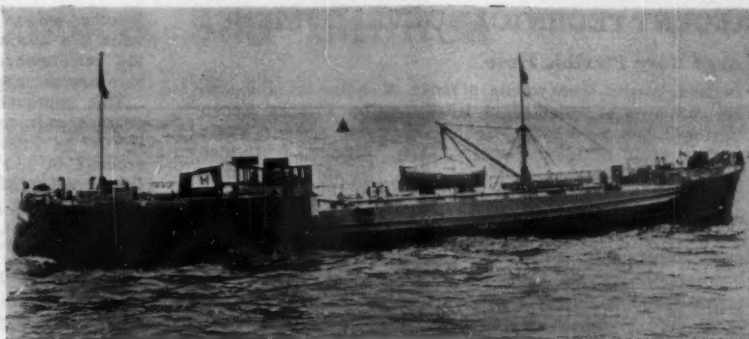
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## Belt Drive in Coastal Tanker

AIR-COOLED DIESEL  
PROPULSION

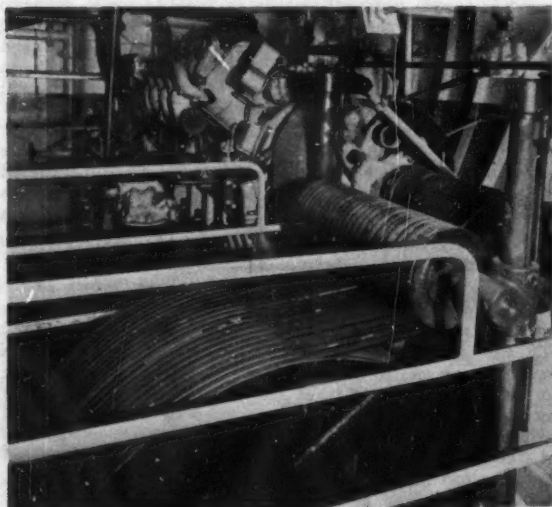


A SMALL tanker of 270 grt, designed for operation in coastal or estuarial waters, has been built by John Harker Ltd, Knottingley, Leeds, who are also the owners. This vessel, the *Weasdale H*, is of interest in that she is not only the largest vessel in the world to be propelled by a single air-cooled diesel engine, but also because power is transmitted to the propeller shaft by neoprene Vee-belt drive. Vessels of this type which operate in shallow waters are extremely vulnerable to engine breakdown caused by the fouling of water pumps with mud; by using an air-cooled engine this trouble can be avoided, and heat exchangers or coolant circuits dispensed with.

Another advantage possessed by the *Weasdale H* is that she has no gearbox, thereby eliminating one of the real risks to costly machinery which can occur in shallow waters, should the propeller touch the bottom and the ensuing shock travel along the shaft to the engine and damage the gears.

### Propelling Machinery

The propelling machinery consists of an eight-cylinder normally aspirated Paxman Vega air-cooled diesel engine having an output of 220 shp at 1,500 rpm. The exhaust gases, and airstream from the cooling fan, are carried off from the engine room by twin ducting to a funnel which can be lowered to give overhead clearance. Grilles in the side of the funnel provide the intake air, and a condensate trap gives adequate protection against



Fenner neoprene Vee-belt drive. There are 22 belts, each  $\frac{3}{4}$  in wide. The reduction ratio is 5:1

spray or other moisture being drawn into the engine cooling system. Connection to a Hundested variable-pitch propeller is by means of a Twin Disc power take-off clutch and Fenner Vee-belt drive. An additional feature of interest is the cargo pump which is geared in 1:1 ratio to an open type power take-off run from the free end of the engine.

The Fenner Vee belt has a 5:1 reduction ratio, the driving pulley having an overall diameter of 10.35 in. Drive is transmitted through 22 belts, each  $\frac{3}{4}$  in wide. These belts, which are manufactured by J. H. Fenner & Co Ltd, Marfleet, Hull, are made from Du Pont neoprene synthetic rubber. Since the *Weasdale H* entered service, Fenners have introduced a more compact Vee belt, using less material but doing the same work.

Neoprene belts have, size for size, much higher load carrying properties than belts made with a composition of natural rubber and rayon. In addition, the well-known oil and abrasion resistance properties of neoprene are added advantages. The belts in the tanker are expected to last three years.

### Another Example

Propulsion by Vee-belt drive is not new, but for certain types of vessel it has obviously much to offer. An interesting example of belt-driven machinery was given in THE SHIPPING WORLD of 27 April 1960, in an article describing the diesel tug *Herkules* (799 grt). This vessel was designed for ocean towing and salvage work, as well as icebreaking service in Scandinavian waters. The propelling machinery comprises four 875-hp Deutz 12-cylinder Vee-type turbo-charged engines running at 675 rpm. The engines are arranged in pairs and are belt-coupled to the propeller shaft, each drive consisting of 24 Vee belts.

The owner's reasons for choosing belt drive for this vessel were that as the *Herkules* was to be employed for icebreaking for about three months of every year, it was considered that when the propeller blades struck ice, shocks would be transmitted to reduction gearing which might cause them extensive damage, and to introduce any form of elasticity in the main propeller shaft seemed impracticable with a high machinery output.

The K.L.G. range of special marine sparking plugs, first introduced early this year, has been extended from five to eight by the introduction of three new types—F50H, F75H and M60H. The M60H is an 18mm version with  $\frac{1}{2}$  in thread reach, suitable for British Seagull engines among others; the F50H and F75H are 14mm diameter with  $\frac{1}{2}$  in thread reach. The K.L.G. range of marine plugs, which have a special corrosion-resistant nickel finish, are packed individually in transparent polystyrene tubular containers incorporating a built-in thread protector which keeps the plug points in perfect condition. Retail prices of the new marine plugs are 6s each.

## RECENT TECHNICAL DEVELOPMENTS

### Large Bore Flexible Hose

FLEXIBLE plastic hose having a range of bores from 4in to 12in can now be supplied in lengths up to 15ft by Recon (Pipelines) Ltd, Sheerwater, Woking. The hose, which is made of high grade abrasion resistant p.v.c. Vacuflex, is further strengthened by high tensile steel wire. The chief advantage of Vacuflex is its flexibility—it can be easily bent around a radius equal to its core diameter. This makes it the ideal choice for ventilation, and dust and fume extraction ducting. Metal ducting has several drawbacks which Vacuflex can eliminate. Vacuflex is lighter, making it easier and cheaper to install and requiring fewer and cheaper fittings. Vacuflex can be bent round obstacles in any plane without the need for expensive fabricating of elbows and bends and, being made of flame resistant p.v.c., has better thermal insulation. Lastly, Vacuflex does not "drum."

### Ships' Deck Covering

A DECK covering for passenger and crew accommodation has been developed by Plycol Ltd, Dundee Road, Trading Estate, Slough, Bucks. This elastic, lightweight, hard wearing material is a thin jointless skin made from a bitumen/rubber emulsion mixed with fine aggregates, cork granules and cement. It is rapid setting and will take traffic 36 to 48 hours (depending upon atmospheric conditions) after being trowelled on. The weight of the sheathing is  $\frac{3}{4}$ lb per sq ft at  $\frac{1}{8}$ -in thickness. At a thickness of  $\frac{1}{4}$ -in the underlay forms an ideal base for a wide range of floor coverings including linoleum and rubber tiles. This sheathing can be laid at a minimum  $\frac{3}{8}$ -in as a full deck covering. In this capacity, the covering has proved conclusively in tests ashore and afloat that it bonds strongly to every form of decking, is non-corrosive, resilient, waterproof and non-slip. It offers strong resistance to point loads and retains its physical properties at temperatures of more than 200 deg F. This Plycol product has won the recognition of Det Norske Veritas and fulfils the requirements of the Ministry of Transport.

### Excess Pressure Protection Valve

AN excess pressure protection valve of improved design and having a number of unique features, is being introduced by Sir W. H. Bailey & Co Ltd for use in steam lines. One of the most important single characteristics is that the steam supply is not shut off completely in an emergency, the down-



Bailey  
improved  
excess  
pressure  
protection  
valve

stream reduced pressure always being maintained at the set level so that process work etc is not interrupted. The incorporated relief valve, which is set to lift at a required safety pressure, will deal with any minor pressure rise, but a severe one will tend to close the main valve automatically, but still maintain a downstream supply at the pre-set reduced pressure.

Another unique feature of the Bailey excess pressure protection valve is a needle valve adjustment, the setting of which allows the performance characteristics of the valve to be matched to a specific application.

This improved device is available, initially, in bronze, with screwed ends, to fit pipe sizes  $\frac{3}{4}$ in, 1in,  $1\frac{1}{4}$ in,  $1\frac{1}{2}$ in and 2in. It can be fitted into a line with a normal working steam pressure of 150 lb/sq in, but in an emergency an inlet pressure of up to 300 lb/sq in can be accepted. The spring ranges available are 2-10, 10-80, and 80-150 lb/sq in.

### New Battery-driven Truck

THE Brush Electrical Engineering Company's range of battery-driven industrial trucks now includes a high-lift platform truck for dual-purpose operation. A feature of this type of vehicle is the push-button-controlled elevating platform, which gives working heights from 1ft 7in to 4ft 1in; low lift for carrying the load and high lift for transferring it at the appropriate height to waiting transport, workbench or machine. The platform is raised and lowered by a single-acting hydraulic ram with two lifting chains working over rollers attached to the ram head. As a safety measure, an automatic power cut-off to the truck drive comes into operation during lifting.

Another important feature of the new truck, which is designed to carry loads of up to two tons, is its very low running cost—estimated at 8d to 1s for a normal working day. The truck is fitted with Lockheed hydraulic brakes, and the motor, which is completely enclosed, is series wound to BSS 173 with a one-hour rating of 2.3 hp.

### THORNYCROFT REORGANISATION

John I. Thornycroft & Co Ltd has announced alterations in organisation to meet the changing pattern of the yacht and commercial specialised ship and boat market in the United Kingdom, and the progressive increase in local building in overseas markets. Firstly they will be changing the emphasis of the work of Thornycroft (Hampton) Boatyard Ltd. While continuing to design and build new boats for home and export, this yard will be greatly developing its boat mooring, laying-up and repair facilities for which this Thames island, near Hampton Court, is so suitable. The yard will act as agents and distributors for new proprietary volume-produced small craft, marine engines, outboards, ship chandlery etc. Mr D. F. Gilmour will be succeeding Mr H. Bish as yard manager on October 1 and has been appointed a director.

John I. Thornycroft are also now offering a technical advisory service, and it is proposed in due course to establish a brokerage section for the sale of all classes of yachts and commercial craft. The technical advisory service will be prepared to supply technical services to building yards overseas, and will draw on the company's experience in the design and building of all classes of commercial, pleasure, naval and Government service vessels. Preliminary designs as well as full working drawings to meet customers' requirements will be supplied for agreed fees, and the work will cover both new building and conversions. This section, if desired, will also advise on and arrange the purchase of equipment and supplies which overseas builders may wish to import from the United Kingdom. These changes do not affect the company's Singapore boatyard, which will continue to build and repair small vessels of all classes.

### DEEP-SEA OCEANOGRAPHIC WINCH

The Telegraph Construction & Maintenance Co Ltd (TELCON), a member of the B.I.C.C. group, has exported a new type of electro-hydraulic deep-sea oceanographic winch to Canada. The order is of interest in that the equipment was specially designed and manufactured by TELCON to the requirements of the Department of Mines & Technical Surveys of Canada for installation in one of their vessels. The barrel of the winch accommodates 30,000ft of  $\frac{3}{16}$ -in diameter wire, and when working at its extreme limit, with the scientific apparatus attached, the wire is stressed to very near its yield point. A tensioning control device is therefore incorporated to override the effect of varying amounts of wire on the drum.



# Wm. Cory & Son Limited

## VALUE OF DIVERSIFIED ACTIVITIES

THE Hon F. A. Leathers, the Chairman of the Company, presided on September 21 at the 65th Annual General Meeting of Wm. Cory & Son Ltd, held at Cory Buildings, Fenchurch Street, London EC3.

The following is an extract from his Statement circulated with the report and accounts:—

Bearing in mind that trading conditions have been seriously upset by industrial unrest at home and economic uncertainty in overseas trade, the results are not unsatisfactory, mainly because of diversity of the Groups activities. Even the traditional coal side of the business has improved as a result of concentrating our facilities in the Thames to the minimum essential for the servicing of the coal. If, however, the seaborne coal trade is allowed by the National Coal Board to decline further by reason of uncertainty of supplies and too high a price, we shall, with the greatest reluctance, be forced to withdraw from this old-established section of the business. Already one of the largest discharging wharves—at Purfleet—has been leased to others. The ships which discharge bulk commodities there will be diverted to our new wharf at Erith.

Our collier fleet has had to contend with the steadily reducing tonnage of seaborne coal, brought about primarily by competition from fuel oil and since aggravated by the discriminatory increase in railway rates between collieries and ports of shipment. It is not generally understood how much London and the Southern part of the country depend upon the supply of coal by the seaborne route. In addition, the shipping industry has had to bear the losses arising from the seamen's strike in the summer of 1960. During the year the *Cormull* and *Cormarsh* were sold, and there are not likely to be any new ships added to our collier fleet.

The coastwise tankers, operated by a subsidiary, have traded at an increased profit. We have specialised in transporting not only petroleum products, but also chemicals in bulk. The *Pass of Melfort* entered into service during 1961.

The deep sea tankers *Corhaven* and *Corhampton* have continued to trade throughout the year but at rates which have barely covered operating costs. The third tanker, now the Royal Fleet Auxiliary *Plumleaf*, has been in service for about a year and does yield a modest return.

The ore-carriers under the flag of our associated company, the St Denis Shipping Company, have been trading satisfactorily under charter to B.I.S.C. (Ore), and the fourth ship will shortly be going into commission.

The Group interests in towage and lighterage have, in the main, made an increased contribution. Cory Tank Lighterage engaged in the movement of petroleum products in the Thames area by lighter and small self-propelled craft, did not have such a successful year, but The Mercantile Lighterage Company, specialising in general goods, made a welcome improvement in spite of the disruption of the Port of London last autumn caused by the strike of tally clerks. In order to promote more efficient management and operation, it was decided to amalgamate the general goods interests of The Mercantile Lighterage Company, James W. Cook & Company, and Wiles Lighterage, into a single entity to be known as The Mercantile Lighterage Company.

### Adverse Effect of Unofficial Strikes

The river Thames has been beset for the last two or three years by a series of unofficial strikes, which has

had the effect of making receivers of overseas cargoes look to other parts of the country for warehousing facilities. Some shipowners who can conveniently discharge at outports have done so. The result has been that the activities of J. Palmer, James W. Cook & Company and Weber, Smith & Hoare, which operate on the river Thames under the management of Cory Associated Wharves, have fallen somewhat short of expectations. On the other hand, Robertson, Buckley & Co, operating warehousing, clearing and forwarding largely outside London, which is also managed by Cory Associated Wharves, has made a greater contribution than last year. We are actively pursuing our policy of developing further this side of our business in provincial centres.

Cory Sand & Ballast Company were able to maintain the improved results of a year ago. The new sand dredger *Sand Snipe* is about to be delivered, and full employment for her can be counted upon. The shore facilities at Southampton, Portsmouth and Plymouth will be augmented by a further installation at Poole.

The oil distribution side has produced a higher turnover of petroleum products, but not without increased overhead costs—new vehicles and extra salesmen—in a very competitive market.

The oil bunkering section has made an almost identical contribution compared with the previous year, with tanker and dry cargo tramp shipping still very much in the doldrums.

The Board is studying the implication for your Company of a possible entry by the United Kingdom into the Common Market, and every opportunity will be taken of increasing our business in Europe through our subsidiary and associated companies on the Continent.

In Southern Africa, I am pleased to record a substantial improvement in the profits from our companies in Southern Rhodesia, Nyasaland and Mocambique, and new offices have been recently opened in Umtali and Que Que. Our business in the Republic of South Africa has not shown the same improvement, but in South West Africa the results have been most encouraging.

The report was adopted.

### HUDSON BAY INSURANCE RATES

THE Commonwealth Shipping Committee has published its 20th report on *Hudson Bay Marine Insurance Rates* (HMSO, 1s). During the 1960 season, 48 ships made commercial voyages to Churchill and loaded grain cargoes totalling 19,582,500 bushels. The number of ships was ten fewer than the record established in 1959, but the quantity of grain shipped almost equalled the 19,913,000 bushels loaded by 55 ships in 1958. The report shows that shipping arrivals at Churchill were spread fairly regularly throughout the season and turnaround statistics compared favourably with those of the previous season. Reference is, however, again made to the delays to ships held at the Anchorage waiting their turn for a vacant berth, but the Committee understands that the additional berthage facilities which are now under construction should be ready for use at the opening of the navigation season in 1962.

SHAW SAVILL LINE's new passenger liner *Northern Star* will be fitted with a television system providing a completely co-ordinated internal and off-air service all over the world. This is to be supplied and installed by Marconi's Wireless Telegraph Co Ltd, to an order negotiated by Marconi Marine. This will be the third sea-going TV system to be supplied by Marconi.

## NEW CONTRACTS

Shipowners	No. of Ships	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) x B x D.(dft.)	Delivery	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Sir Wm. Reardon Smith & Sons	2	Cargo	15,000	670 x 67 x (30.58)	1962	14.5	Diesel	6,000	Shipbuilders	Wm. Doxford & Sons
British Transport Commission	1	Pass.	7,000	404 x 57.5	1963	21.5	Tw.-scr. geared turbine	—	Shipbuilders	Alex. Stephen & Sons
Overseas Yards										
Phs. van Ommeren	1	Cargo	14,800	517 x 65.58 x 41 (30.5)	—	15.2	Sulzer diesel	6,000	Shipbuilders	Kon. Mij. "De Schelde"
Egon Oldendorff	1	Bulk carrier	30,500	—	—	—	Diesel	10,500	—	Lubecker Flender-Werke
Ludvig G. Braathen, Oslo	1	Tanker	53,000	—	1964	17	10-cyl diesel	21,000	Shipbuilders	Gotaverken A/B, Arendal
Rolf Wigand	*1	Tanker	53,000	—	—	—	Geared turbine	—	—	Uddevalavarvet A/B, Sorvik
Rederi A/B Gorthon	1	Bulk carrier	24,000	—	1963	—	—	—	—	Yugoslav shipyard
Arnt. J. Morland	1	Tanker	55,800	—	1964	—	Geared turbine	—	Shipbuilders	Eriksbergs

\* Change of contract from 42,000 tons

## LAUNCHES

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) x B x D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Sept. 11	James Fisher & Sons	Leven Fisher (400)	Bulk carrier	2,370 (1,580)	241 x 38.9 x 19.42 (16.75)	—	8-cyl diesel	1,800	Deutz	Burntisland S.B. Co
Sept. 12	D. Macdonald Esq	Highland Chieftain	Fishing vessel	—	—	—	Diesel	—	—	R. Irvin & Sons
Sept. 25	British Empire S.N. Co	Ocean Transport	Bulk carrier	12,450	435 x 63	—	Doxford diesel	—	Shipbuilders	Hawthorn Leslie
Sept. 25	Govt. of Ghana	Amazule	Tuna purseiner	(250)	130	11	Diesel	1,000	National Gas	T. Mitchison
Overseas Yards										
Aug. —	Cie. Marocaine de Nav.	Ketama	Cargo	3,365	269 x 44.33 x 27	14.5	Tw.-scr. diesel	1,370	M.A.N.	Schlichting Werft
Aug. —	U.S.S.R.	Afganistan	Pass.	(3,219)	(330) x 43 x 18.5 (12.2)	16	Tw.-scr. diesel	4,000	—	"A. Idanov" Severny Shipyard, Leningrad
Aug. —	U.S.S.R.	Tadghistan	Pass.	(3,219)	(330) x 43 x 18.5 (12.2)	16	Tw.-scr. diesel	4,000	—	"A. Idanov" Severny Shipyard, Leningrad
Aug. 31	Pacific Far East Line	Philippine Bear (5492)	Tanker	12,490 (12,700)	528 x 76 x 44.5 (29.9)	20	Geared turbine	17,500	—	Bethlehem Steel Co, San Francisco
Sept. 2	Kon. Java-China Paket. Lijnen	Straat Chatham (550)	Cargo	9,000 (7,544)	413 x 61.75 x 35.75 (24.2)	15.5	Diesel	6,800	Burmeister & Wain	Scheep en Masch. "De Merwede"
Sept. 5	F. A. Detjen Reederei	Rhein (575)	Cargo	8,650 (6,100)	—	—	Diesel	—	M.A.N.	Orenstein-Koppel
Sept. 6	Rederi A/B Clipper	Orient Clipper (456)	Tanker	49,000 (32,000)	705 (740) x 102 x 50 (37.67)	17.5	Geared turbine	20,000	Shipbuilders	Kockums M.V.
Sept. 7	Chr. Salvesen & Co	Salvada (375)	Cargo	12,700 (8,700)	441.67 (486) x 61.5 x 39.5 (30)	15	9-cyl diesel	5,600	Gotaverken	Oskarshamn Varv
Sept. 7	R. M. Sloman Jr. and Mathias Reederei	Mallard (820)	Cargo	5,600	377 x 53.2 x 32.9 (25.9)	15.8	M.A.N. diesel	5,400	Shipbuilders	Blohm & Voss
Sept. 11	Travemunde-Trelleborg Linie	Nils Holgersson (18)	Ferry	(3,700)	328.1 x 49.25 x 33.2 (13.9)	19	Tw.-scr. Pielstick diesel	7,200	Ottensener Eisenwerke	Hanseatische Werft
Sept. 11	Rederiet Odffjell	Rogn (226)	Tanker	6,000 (3,600)	344.5 x 50.5 x (23.5)	14.5	Diesel	5,900	Burmeister & Wain	A/B Ekensbergs Varv
Sept. 12	Olsen & Ugelstad	Dovreffjell (1109)	Tanker	40,700 (26,000)	677 x 90 x 49.25 (37.25)	16.75	Geared turbine	16,500	Shipbuilders	Kieler Howaldtswerke
Sept. 18	Esso Petroleum Co	— (634)	Tanker	77,500 (50,000)	820 (855.9) x 112.5 x 62.5 (46.9)	17.5 (T)	Geared turbine	26,500	Shipbuilders	Verolme United Shipyards

## TRIAL TRIPS

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) x B x D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Aug. —	Colne Fishing Co	St Martin (773)	Trawler	(200)	111.5 (124.67) x 25 x 13	—	6-cyl diesel	756	Ruston & Hornsby	Richard Dunston, Hesse
Sept. 12	Boston Deep Sea Fisheries	Boston Weelsby	Trawler	(425)	137.2 (139.75) x 28 x 14.5	—	6-cyl Werkspoor diesel	1,050	C. D. Holmes	Cook, Walton & Gammell
Sept. 26	Ulster S.S. Co	Torr Head (820)	Cargo	9,700 (8,200)	(455) x 61.9 x (26)	15	5-cyl Sulzer diesel	—	G. Clark	Austin & Pickersgill
Overseas Yards										
Aug. —	Olsen & Ugelstad, Oslo	Falkafjell (1113)	Tanker	39,925 (25,409)	677 (707.2) x 90.25 x (37.25)	16.75	Geared turbine	16,500	Shipbuilders	Kieler Howaldtswerke
Aug. —	Favorita Shipping Co, Bermuda	Naess Favorita (583)	Bulk carrier	28,000 (19,000)	607 x 79.75 x 48 (33.5)	15.5	8-cyl M.A.N. diesel	9,300	Bremer Vulkan	Flensburger Schiffsbau
Aug. —	Bernhard Schulte	Elisabeth Henriette Schulte	Cargo	4,306 (2,900)	247 (308.42) x 46 x (17.95)	13.4	6-cyl diesel	2,250	M.A.N.	Paul Lindenaus
Aug. 21	Mitsu Sempaku	Nikosan Maru (80)	Cargo	7,200 (5,200)	(405.67) x 54.33 x (24.5)	13.4	7-cyl B & W diesel	4,050	Mitsui S.B. & E. Co	Fujinagata S.B. Co
Aug. 23	Govt of Indonesia	Multatuli (811)	Pass. tender	3,560 (4,100)	(365.33) x 52.58 x (23)	16	6-cyl B & W diesel	5,500	Hitachi S.B. & E. Co	Ishikawajima-Harima H.L., Tokyo
Aug. 24	Daido Kaiun Kaisha	Manhattan Maru (1561)	Cargo	12,350 (9,750)	(524.42) x 67.42 x (30.33)	18.5	9-cyl UEC diesel	13,000	Shipbuilders	Mitsubishi S.B. & E. Co, Hiroshima
Aug. 25	Sawayama Steamship Co	Nagasaki Maru (920)	Cargo	10,250 (7,150)	(459.5) x 60.58 x (27.95)	15.25	6-cyl Sulzer diesel	6,600	Shipbuilders	Mitsubishi H.L. Reorg.
Sept. —	Leyland Tankers	Mobilpet (890)	Tanker	(525)	156.9 (168) x 32.5 x 11 (8)	10	6-cyl diesel	560	M.A.N.	Rolandwerft
Sept. 12	Angfartygs A/B Tirfing	Lake Eyre (535)	Refrig. cargo	8,250 (5,080)	450 x 62 x 39.75 (28)	19.25	8-cyl B & W diesel	11,200	Shipbuilders	Eriksbergs
Sept. 14	Kon. Paket. Mij.	Sloterkerk (636)	Cargo	12,200 (10,000)	480 (528.25) x 69 x 39 (29.5)	17.5	9-cyl B & W diesel	10,600	Shipbuilders	P. Smits Jnr.



## MARITIME NEWS IN BRIEF

**M**R F. D. ARNEY, general manager of the port of Bristol, has retired, Mr Arney, who joined the port authority in 1914, was appointed assistant secretary of the authority in 1935, assistant general manager in 1941 and finally general manager in 1945. During the 1939-45 war Mr Arney was responsible for all the operational work at the Avonmouth docks. He is to go into semi-retirement only, remaining on hand in an advisory capacity. Mr Arney is succeeded by Mr G. Edney, who in recent years has been with the Port of London Authority. He joined the P.L.A. in 1953 as deputy chief accountant and became chief accountant in 1955.

Mr E. V. LEWIS has been appointed assistant to the administrator of the Webb Institute of Naval Architecture, Glen Cove, New York. The new administrator is Dr W. T. Alexander, formerly dean of engineering at Northeastern University.

Mr W. J. FURLONG, foreign freight traffic manager for Canadian Pacific, is retiring on September 30 after 48 years of service. He will be succeeded by Mr J. N. McPherson, general foreign freight agent, Atlantic services.

Mr F. T. JONES has been appointed a director of Microcell Ltd. (a subsidiary of BTR Industries Ltd.). Mr Jones had been production manager with Hunting Aircraft Ltd before joining Microcell Ltd.

Mr V. N. HURD has been appointed manager of the newly-formed petrochemicals department of Gulf Eastern Company in London.

THE death has occurred of Mr J. C. Davies, director of James & Hodder, shipbrokers and forwarding agents, Bristol.

Mr T. S. JAMES, general manager of the Liverpool office of Camrex Paints Ltd, has been appointed general manager of the London office.

THE death has occurred of Mr H. J. Rook, who spent 37 years with the Sea Transport Division of the Ministry of Transport, completing his career as senior inspecting officer at Southampton.

Mr J. M. IRELAND, deputy director (Administration) and secretary of the Pametrada Marine Turbine Research Station, Wallsend, has died.

\* \* \*

**P**AN AMERICAN WORLD AIRWAYS will operate 53 round trans-Atlantic Jet Clipper flights weekly during the 1961-62 autumn and winter season, 10 more flights than last winter, and the largest trans-Atlantic capacity ever offered during this season. The new schedule goes into effect on October 1, coinciding with the effective date of the 17-days excursion fare which makes possible a return flight London-New York for as little as £125. Trans-Atlantic family fares also become effective on October 1, providing reductions of £53 10s on round-trip economy and £107 on first-class fares for wives, and for sons and daughters between the ages of 12 and 25 travelling with the head of the family, who pays full fare.

BEA is offering low off-peak fares during October. The



MR J. A. CLARKE has been appointed manager of the Liverpool office of the United States Lines. Since 1958 Mr Clarke has been operating manager, Weser ports, in the company's Bremen office. Before joining the company in 1957 he was manager in Barcelona, Spain, for American Export Lines, and held previous posts in New York and Egypt. He is a graduate of Kings Point Merchant Marine Academy and spent the war years with the U.S. Navy in the Pacific.

M. RAYMOND NAGEL has been appointed assistant managing director of MacGregor & Co (Naval Architects) Ltd. M. Henri Kummerman is now managing director of the company while Mr Joseph MacGregor remains as chairman. New directors are Mr G. Dodds, Mr P. Durand and Mr A. F. Sharman. These changes in management are the subject of comment on page 238



corporation is offering considerable price reductions compared with the normal fares charged. As the winter schedules do not begin until November 1, passengers will have a large number of flights to choose from.

Mr H. SMITH, chairman and joint managing director of British Ropes Ltd, Doncaster, has joined the board of the United Steel Companies Ltd.

THE ANNUAL DINNER of the North of England Shipowners' Association will be held at Newcastle upon Tyne on November 3. The Duke of Northumberland will preside and the guest of honour will be Mr W. Errington Keville, president of the Chamber of Shipping.

THE TURBINIA HALL has been formally opened at the Newcastle Museum of Science and Engineering by Sir Caspar John, First Sea Lord. Turbinia Hall is the new annexe which has been specially built at the museum to house Sir Charles Parsons' famous *Turbinia*, the world's first steam turbine vessel.

THE British Materials Handling Division of the Yale & Towne Manufacturing Company have received an order for 40 Worksaver pallet trucks worth approximately £25,000. These will be delivered over the next 18 months to the Fred Olsen Line, Norway. The trucks have been specially designed for use on board ship.

\* \* \*

**B**LYTHSWOOD SHIPBUILDING CO LTD has successfully launched the new 425ft mid-body and bow section built to the order of Texaco Panama Inc of New York for the reconstruction and enlargement of the T2 tanker *Texaco London*. The existing vessel has already been cut and the new portion will now be joined to the existing aft section in dry dock to form a tanker of about 23,500 dwt with dimensions of about 545ft b.p. by 78ft 6in breadth by 42ft 5in depth by 32ft 1in draught: the existing midship house containing accommodation and navigating bridge will also be transferred to the new vessel.

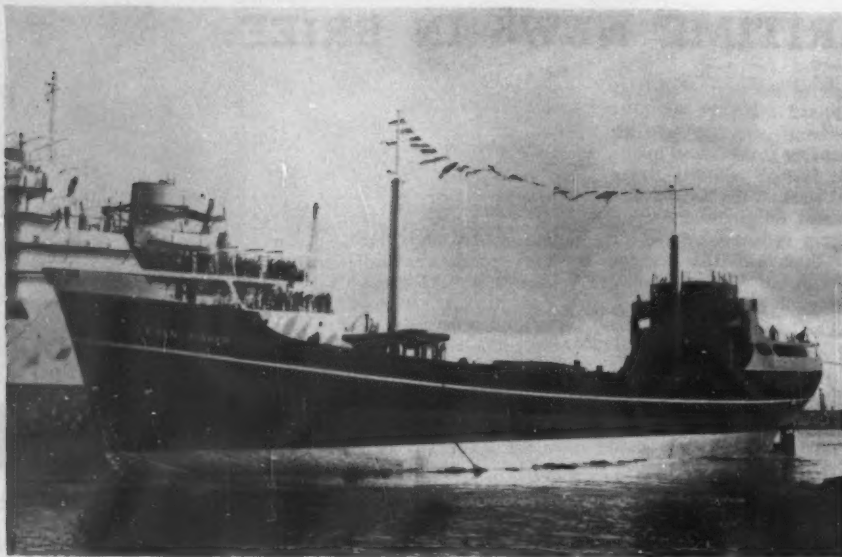
THE Southern Region, British Railways, has taken nearly 100,000 people on no-passport trips to the French coast since Easter—30 per cent more than last summer.

THE ZIM ISRAEL NAVIGATION CO LTD has arranged that a full programme of shore excursions will be available free to passengers on all 1961-62 Caribbean cruises of the liner *Jerusalem*. She will make seven such cruises this coming winter.

G. & J. WEIR LTD have taken up a licence to manufacture and market in the United Kingdom the products of Pacific Pumps Inc, a division of Dresser Industries Inc of Los Angeles.

THE LINER *Prinses Margriet*, new flagship of the Oranje Line, will make two special round voyages to the Gulf of Mexico early next year. For the convenience of U.K. passengers, Plymouth has been included in the itinerary both outward and homeward and, as an added attraction, a call will be made at Nassau, Bahamas, on the homeward voyage.





#### LAUNCH OF THE "LEVEN FISHER"

The 2,370-dwt bulk carrier "Leven Fisher" has been launched by the Burntisland Shipbuilding Co Ltd for James Fisher & Sons Ltd, Barrow-in-Furness. Of particular interest is the size of the hatchways serving the two holds—No 1 being 34ft long by 24ft wide, and No 2, 80ft long by 26ft wide. The principal dimensions are length b.p. 241ft, breadth moulded 38ft 10in, depth moulded to upper deck 19ft 5in and draught about 16ft 9in. Main propulsion is by a Deutz engine having eight cylinders and developing 1,800 bhp at 250 rpm. The vessel in the background is the new Stephenson Clarke bulk carrier "Gilsland".

ASSOCIATED ELECTRICAL INDUSTRIES LTD have made the following appointments in its Turbine Generator Division: Mr J. S. Hall, divisional assistant chief mechanical engineer (turbines); Mr J. V. Bigg, divisional assistant chief mechanical engineer (auxiliary apparatus) and chief engineer, general engineering department; Mr D. M. Smith, consulting mechanical engineer; Mr D. F. Shannon, chief engineer, mechanical experimental development and gearing; Mr F. R. Harris, chief engineer, advance turbine development and chief engineer, gas turbine engineering department; Mr J. C. London, chief engineer, large steam turbines; and Mr A. A. Garson, chief engineer, medium steam turbines.

FOUR AEI Escort Type 601 marine radar equipments have been ordered from Associated Electrical Industries Ltd by the BP Tanker Co Ltd. The equipments incorporate the Chart Plan facility, an automatic plotting presentation designed to assist navigation in crowded waters.

THE International Air Transport Association will hold a special Symposium on Air Cargo at Lucerne, Switzerland, beginning 30 April 1962.

JOHN SWIRE & SONS LTD have moved to 66 Cannon Street, London E.C.4 (telephone: City 7453).

MR E. N. DOMINY has been appointed a director of Stephenson Clarke Ltd. The new manager of their Birmingham office is Mr E. S. Newton; he succeeds Mr J. E. H. Coates.

BOAC are to exhibit in the British Pavilion at the Pacific International Trade Fair at Lima, Peru, which opens on October 12.

**B** RITAIN attracted more than 365,800 overseas visitors in July. According to the British Travel and Holidays' Association, this was an increase of 9 per cent on July of last year and brought the total number of arrivals during the first seven months of this year to 1,112,660—a rise of 12 per cent. Visitors from European countries in July numbered 210,130. Traffic from the United States—73,950 visitors—represented a decrease of 4 per cent on last year. The July figure brought the total of American arrivals in the first seven months to 251,020—a decrease of 1 per cent on the same period in 1960. There were 4,250 visitors from Central and South America during the month—a 10 per cent rise.

THE new address of China Union Lines (Agencies) Ltd is Room 824, Iino Building No. 22, 2-chome Uchisaiwaicho, Chiyoda-ku, Tokyo, Japan.

VOSPER LTD, Portsmouth, have received a contract from the Malayan Government for the supply of six fast patrol craft for the Royal Malayan Navy. The craft, which are to be built of welded steel, will be powered by Bristol Siddeley Maybach diesel engines and will have a top speed of about 25 knots. They will be armed with two Bofors 40mm guns and will be fitted with Decca true motion radar. They will also be fitted with Vosper roll damping fins.

THE CLOSURE of the Fleetwood-Isle of Man service will mean extra sailings on the Liverpool-Douglas run by the Isle of Man Steam Packet Co Ltd, as the steamer employed on the Fleetwood service will be switched over to cope with extra peak traffic. Delivery of the new car ferry now being built is scheduled for next May; she will be of 2,500 tons and be able to carry 1,400 passengers and between 60 and 70 cars. The *Manx Maid*, as the vessel will be called, is to be fitted with stabilisers.

A PROPOSAL has been made to build a 7,000-grt car ferry for a new route between Delfzyl and Mandal. The vessel would carry 300 cars and 1,000 passengers, and her estimated cost is about £2,000,000.

#### FIFTY YEARS AGO

From THE SHIPPING WORLD of 27 September 1911

London was startled on Wednesday by the intelligence that the world's largest vessel now in service, the White Star liner *Olympic*, has been disastrously rammed in the Solent by the first-class cruiser *Hawke*. The first news that came through was to the effect that the *Olympic* has been beached on the mud, but this was a false alarm. Both vessels, however, were seriously damaged, and later examination has revealed such underwater piercing of her plates that it appears possible the huge liner would have sunk but for the prompt closing of her watertight doors. As for the *Hawke*, she was kept afloat by her collision mats and prompt assistance from the Dockyard; her tow being now one mass of crumpled metal. The *Olympic* is being temporarily repaired at Southampton, but will, of course, have to proceed to Belfast. Advantage will be taken of the opportunity to effect considerable alterations in the vessel. The promenade deck will be altered to enable the builders to provide sixty more suites of rooms.

The steamship *Princess Alice*, the latest addition to the fleet of the Canadian Pacific Railway Company, has successfully completed a series of exhaustive trials at sea off the mouth of the River Tyne. The *Princess Alice* has been built by Messrs. Swan, Hunter & Wigham Richardson Ltd, Wallsend-on-Tyne, for the British Columbian service of the owners.



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